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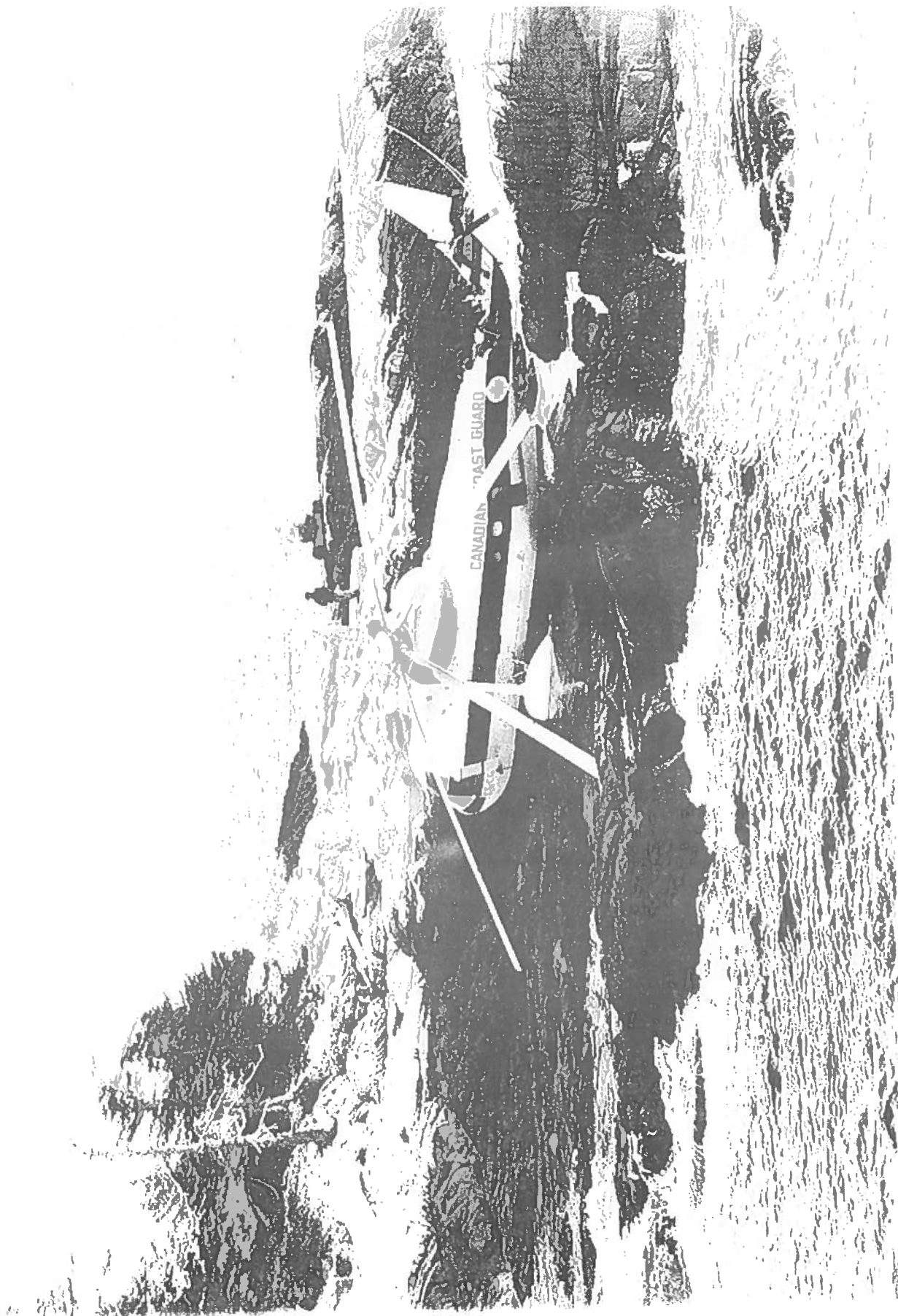
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Republican Fighter Pilots in the Spanish Civil War  
Non-de Guerra: Russian Airmen in Spain  
Canadian Coast Guard Sikorski S-61  
Latin American Piper Cherokees  
Paraguay's Neiva T-25 Universal  
Yugoslav Rogozarski SIM XII-H  
Invasion of Denmark: April 1940  
Finnish Nieuport Sesquiplanes

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## 75

**AUSTRALIA**  
**AUSTRALIAN PLASTIC MODELLERS ASSOCIATION** (APMA, PO Box 51, Strathfield, NSW 2135; 4 issues airmail A\$40. International payment is best handled via Paypal at [iansharyn@bigpond.com.au](mailto:iansharyn@bigpond.com.au)). Web Site: [www.apma.org](http://www.apma.org).

**3-06** (28 pages) "Convair 440 in RAAF Service" 5 pages including 3 photos and side-view drawings of both a/c. "First Land Rover: Born in Wales" 4 pages including multi-view drawings. "Land Rover Types over half a Century" 12 pages including 17 photos and tables of all domestic and foreign Land Rovers. "Sir Hubert Wilkins and his aircraft" 6 pages including a multi-view scale drawing of the ill-fated Blackburn Kangaroo used in the 1919 competition for the first Australian crew to fly from England to Australia (plus a 4-page insert of the Kangaroo plans in 1/72 scale). "Armoured Trucks at Bir Hakeim: 3 pages including scale multi-view drawings. "A Balkan Dornier" 1/2 page side-view drawings of a Croatian Do 17E. "USN UO-1s visit Point Cook during the 1920s" 3 pages including 4 photos and 3 side-view drawings.

## AUSTRIA

**OFH NACHRICHTEN** (Oesterreichische Flugzug Historiker, Pfenniggeldf 18/2/14, A-1160 Wien. Write for free sample.)

**3/06** (40 pages) "Beaver-Abstürze" 4 pages on rebuilding an Austrian AF Beaver including 7 photos (one in color '3B-CG'). "Vor 40 Jahren: Herbst 1956-Flugzeuge über Ungarn" 4 pages including 5 photos (including rebel MiG-15UTI & Mi-4). "Österreich im Herbst 1956" 4 pages including 5 photos (Austrian AF Yak-11, Yak-18, Bell 47G, & DH-89) and 5-view drawing of DH-89 'OE-FAA'. "Junkers Ju 60 Pfeil" 3 pages including 3 photos and 2 side-view drawings of 'D-2400'. Color photos: Austrian AF Piatov PC-6 '3G-EN' and Skyvan '5S-TA'.

## CANADA

**RANDOM THOUGHTS** (IPMS Canada, Box 626, Stn. B, Ottawa, Ontario K1P 5R7; 6 issues for US \$24.00 in US \$26.00 elsewhere).

**30/1** (24 pages) "More Malta Spitfires" 3 pages including 4 photos (one in color) of the finished model. "Building the RCAF CL-52, X059, Flying Test Bed" 2 pages including 3 photos of the B-47 used as a test bed for the Iroquois jet engine. "Detailing the Airfix Boston III in 1/72 Scale: Part I" 6 pages including 16 photos of construction details. [Ed: An excellent article that will repay repeated reading.] "Building the Hasegawa F9F Panther in 1/72 Scale" one page including one photo of the finished model. "Detailing the Tamiya Bubble Top Thunderbolt" 7 pages including 15 photos (2 in color) of the finished model. Included with this issue is a decal sheet (166 mm by 130 mm) of codes and serials for RCAF 441 Sqn. Mustangs III in 1/32, 1/48, & 1/72 scale.

## DENMARK

**NYT** (IPMS Denmark, c/o Lars Seifert-Thorsen, Guldregnevvej 4, 4600 Koge. 4 issues for 200 DKr). Web: [www.ipms.dk](http://www.ipms.dk) In Danish with a multi-page English summary insert

**#109** (40 pages) "RDAF Bell 47D-1" 3 pages including 5 photos. "Istanbul for Modelers" 4 pages including 5 photos (Turkish AF F-104 & Cessna 185). "Azur 1/32-Scale Dewoitine D.520 C1" 2 pages including 3 photos of the model.

**#110** "Building a RSAF Hawker Hunter from the Revell 1/72-Scale Kit" 3 pages including 5 photos (2 of the real thing). "A Visit to the Aviation Museum in Kabul, Afghanistan" 2 pages including 4 photos (MiG-17, An-2, Il-28, & Mi-24). "The Desert War before Rommel and Montgomery" 4 pages including 6 photos of flunky Italian armor. "Report on the 2005 Danish National Model Competition" including 37 photos (b&w and color) of some of the winning models.

**#111** "Mirage III in Brazilian Service" 9 pages (in English) including 12 photos and 4 color side-view drawings; includes the story of the Mirage III development and a table listing information on all Mirage III/50/Kfir users. "History of the Short Stirling" 5 pages including 8 photos. "Building the 1/24-scale Rosemount Kit of the Fokker E.V" 4 pages including 8 photos. "Narvik Class Destroyers in 1/600-scale" 3 pages including a history of the class (in English) and photos of the model.

## ENGLAND

**MUSHROOM MODEL MAGAZINE** (Roger Wallsgrove, 36 Ver Road, Redbourn, Herts AL3 7PE, UK. [Editor's note: This is the penultimate issue of MMM. Issue 10/4 will be their last. I hope to attract some of their authors over to the SAFO camp.]

**10/4** (32 pages) FINAL ISSUE "Bulgarian Bf 109Es" 3 pages including 13 photos and 3 side-view drawing showing 3 different color schemes. "Bristol Beaufort Mk.Ia over Malta" 2 pages on building the Special Hobby 1/72-scale kit including 11 photos of the model. "Persevering with a Polikarpov" 2 pages on correcting the major faults of the Azur 1/72-scale kit of the RZ including 11 photos. "Goodyear FG2 Super Corsair" 5 pages on building the Xotic 1/72-scale kit as a Thompson Trophy racer including 12 color photos (all but 2 of the real thing) and a page of scale drawings. "Sea Javelin FDF1" one page including 2 color photos of the model. "Out of the Blue" 5 pages on building 1/48-scale kits of a/c from the Battle of Midway including 17 photos [Dick Best's SBD 3 Dauntless (only pilot to make hits on two Japanese carriers), George Gay's TBD-1 Devastator (Gay was the lone survivor of Torpedo Squadron 8), Richard Fleming's SB2U-3 Vindicator (Medal of Honor recipient), & William Humberd's F2A-3 Buffalo (credited with a Kate and Zero)]. "Building the Lindberg 'Hawker Fury I'" 15 color photos. "Hot off the Workbench" 6 pages of kit reviews [CMR's 1/72 Supermarine Attacker (5 photos); CMR's 1/144 Avro York conversion (3 photos); Airfix's 1/72 B-17G; Special Hobby's 1/72 MVAG Haja II (2 photos); Lone Star Models' Gloster E28/39 detail set; CMR's new 1/72 resin kits (Buccaneer S2A/B, Spitfire 22/24; P-51H, & Hawker Nimrod II); Special Hobby's 1/48 Sopwith Schneider 5 photos)]. "Book Reviews" [Soviet Air Force Fighter Colours 1941-45; Lavochkin La-5; East German Zlins; Spitfire Mk.22/24; Die 'Indische' Spitfires; Modelling the B-24 Liberator in RAAF Service].

## FINLAND

**FINNISH AIR FORCE SIG**, c/o Nils R. Treichel, Gustav-Adolf-Str.16, 27404 Zeven, Germany. Entirely in English.

**No. 24** (11 pages) It's been a long time since #23, but it has been worth the wait – a great issue! "One and a Half Wings" 4 pages on Finnish Nieuports including 2 pages of multi-view drawings. (If you plan on building a model of a Finnish Ni.17, you better have lots of Finnish insignia since from 12 to

14 were used to cover the Russian roundels. "Fellow Outcast" one page including a 2-view drawing of a Hannover Cl.III in Latvian markings. "Colour Discussions" 3 pages on the Gourdou Lesseure G.L.21 in Finnish service including 2 pages of multi-view drawings. (If you can find a kit of the G.L.21, don't plan on finishing it in the factory scheme because the French applied the Finnish national insignia in mirror image, and I don't know anyone who makes decals with the Finnish swastika the wrong way around. On the other hand, it would make a nice conversation piece.). "Heinkel He 115A-2" a one page reprint of Klaus Niska's 3-view drawing of an He 115 in Finnish markings.

**IPMS-MALLARI** (IPMS Finland, PL 798, 00101 Helsinki 10; 6 issues \$20.00, no check accepted due to the high redemption costs). Text in Finnish.

**#163 3/2006** (24 pages) "Mikojan MiG-21bis" 12 1/2 pages on Finnish MiG-21bis including 25 color photos of interior and exterior details, 4 pages of top- and side-view color drawings (The colors for the 1986 camouflage scheme are green FS24127, brown FS20040/20049, and grey.26373. the equivalent color for the 1988 and 1991 schemes are FS34102, FS30040, and FS46440. Now the modeler has no excuse for not making an accurate model of a Finnish MiG-21bis.), and 2 1/2 pages of 1/72-scale multi-view drawings. And, a full-page review of SAFO #117.

## SUOMEN

## ILMAILUHISTORIALLINEN

**LEHTI** (Pentti Manninen, Jakomaentie 8 b C 300, 00770 Helsinki. Subscription: Europe 26 euro, elsewhere 32 euro or 38 USD. Payment by International Postal Order or in cash notes; no cheques accepted because of high redemption rates). Each issue includes a 2-page English summary.

**3/2006** (24 pages) "DH.100 and DH.115 Vampire in Finland (Part 3)" 4 pages on the operation of the DH.100 including 6 photos and the service history of all six Finnish DH.100s. "The Interesting Life of Dornier Do 17Z WNr.2828'7 pages on the a/c's Luftwaffe and Finnish service including 4 photos and 3 side-view drawings. "Air Operations at Petsamo and the NE border area of Finland in 1925" 5 pages including 4 photos of Breguet 14 (one the subject of a possible diorama of a winter engine change). "The Heavy Auxiliary Night Fighters of Onttaola in April 1944" 2 pages including one photo (that shows the interesting application of snow to protect the rubber tires from the winter sun) and one side-view drawing (Finnish Ju 88).

## FRANCE

**AVIONS**: Toute l'Aeronautique et son Histoire (Lela Presse, 29 rue Paul Bert, 62230 Outreau, France. 50 euro for 6 issues).

**#153 Septembre/Octobre 2006**. (72 pages) "Boris Safonov, L'as du grand nord" 10 pages including 14 photos, a color 2-view drawings (1-16 type 24), and 2 color side-view drawings [Hs-126 and I-16 type 28 (the latter in an unusual top surface color of olive brown). "Les derniers Chasseurs Renard" 9 pages including 15 photos and five small 3-view drawings [R-36 (1<sup>st</sup> version), R-36 2<sup>nd</sup> version), R-37, R-38, and R-40]. "Alfred Auger: Capitaine u 'Courage'" 11 pages including 21 photos and four color side-view drawings (Spad VII). "Eche aux Simpa (4<sup>e</sup> partie)" 9 pages on aircraft in the Congo including 22 photos (A-26, T-28, T-6, H-21, & C-46). "La

Spa 155 et son as Paul Montange" 11 pages including 39 photos of WWI aircraft. "Canopee" 3 pages including 7 photos of museum aircraft (Fouga CM.170, Mirage F1C, Mirage IVA, & SNCASO Vautour). "Pionniers: les avions d'Antoine Odier" 3 pages including 6 photos and a multi-view drawing (Borel). "Peter Strasser: commandant en chef des dirigeables" 7 pages including 20 photos. "Info maquettes et livres" 3 pages with reviews (11 books and 17 kits). [Ed: I'm especially in Special Hobby's 1/72-scale Finnish Fokker D.21 with the extended canopy and Choroszy Modelbud's 1/72 Magni Vale; the latter a most attractive aircraft.]

**#154 Novembre/Décembre 2006** (72 pages) [Ed: After several issue of minimal small-air-force interest, this issue has two great articles on little-known small-air-force subject, besides the usual articles of great general interest (I love you Simoun!)] "Caudron Simoun: La gloire des ailes françaises" 21 pages on civil Simoun including 42 photos, a 2-page multi-view scale drawings, cover color painting, 4 color side-view drawings, and two 2-view color drawings ('F-ANRO' of Air Bleu (not Jet Blue) and 'F-ANXM' in overall yellow with red diagonal stripes on the wing and horizontal tail). "Un as républicain de la guerre d'Espagne: José Falcó Sanmartín" 13 pages including 26 photos, one map, and a color 3-view drawings of his I-15 'CA-058'. "D'Oran à connantre, La brève épopée du GC II/9" 11 pages 13 pages including 13 photos, one map, and 2 color side-view drawings of MB152. "Boris Saafonov: L'as de Grand Nord (2)" 7 pages including 11 photos and 7 color side-view drawings [I-16 (2), Hurricane, Kittyhawk (2), Bf 110, & Me 109]. "Le PE-2 dans l'aviation Yougoslave (1945-1955)" 8 pages including 11 photos and 6 color side-view drawings. "Les Caproni 310 du Cuerpo Aeronautico Peruano" 6 pages including 9 photos and 5 color side-view drawings. [Ed: We need a modern injection-molded kit of this elegant bimotor a/c.]

## GERMANY

**FLIEGER REVUE EXTRA** (Verlag Fliegerrevue, Herrn Detlef Billig, Oranienbamm 48, D-13469 Berlin. 4 issues per year, \$66 surface. Payment by check drawn on German bank)

**#14 August 2006** (116 pages) "Pilotenausbildung in der NVA: 1952 bis 1990" 20 pages on East German pilot training including 40 photos (Yak-18, MiG-15UTI, L-29, MiG-21U, An-2, MiG-23UB, Su-22UM, Mi-2, Mi-8, & L-39). "Nachfolger der Aeoflot Luftverkehr im Umbruch" 18 pages including 36 photos of civilian airliners and a map of the former USSR showing the 12 new Republics along with their flags. "Die Persische KatenF-14 Tomcat im Irak-Frieg:" 20 pages including 38 photos (mostly Iranian F-14, but 2 photos of Iraqi Mirage F.1 and one of Iraqi MiG-23) and 5 color side-view drawings of F-14 (both IIAF & IRAF). "Die Luftwaffe Jugoslawien und Serbien: 1945-2006" 24 pages including 37 photos (Il-2, Yak-3, Yak-9U, F-47, IK-3, Mosquito, F-84, S-55, Aero-3, Ju 52/3m, MiG-21, Mi-8, Do 28, Gazelle, MiG-29, Yak-40, An-26, J-22 Oroa, UTVA-75, An-12, Super Galeb, & Galeb), Orders of Battle (1945, 1949, 1991, & 2006), 20 unit badges in full color, and 4 color side-view drawings (J-21 Jastreb, J-20 Kragul, G-4 Super Galeb, & J-22 Oroa. "Die deutschen Bordflieger Teil 3: Zweiter Weltkrieg" 28 pages including 47 photos (mostly Luftwaffe Ar 196 with a single photos of He 60, He 114, Ar 199, Ar 231, Fl 282, & Japanese E8N2) and 2 color side-view drawings (an Ar 196 devoid of any markings and one in Japanese colors).

**MITTEILUNGEN** (IPMS Germany, Bergengruenstrass 5-7, D-1000 Berlin 38; 12 issues DM 60.00 Europe, DM 65.00 USA, DM 70.00 Japan, DM 75.00 Australia).

**3/2006** (48 pages) Reviews of six CMR 1/72-scale resin kits of German gliders of the 30s and 40s. Review of the 1/72-scale resin kit of the Skoda-Kauba VS by Master-X; e-mail: master.x2@centrum.cz.

## ITALY

**JP-4 Mensile di Aeronautica** (JP-4, Via XX Settembre 60, 50129 Firenze; L 27.000 Europe, L 30.000 elsewhere).

**Settembre 2006** (100 pages) Color photos: Austrian Eurofighter 7L-WA', Dutch IFOR Bo-105, and South African Gripen '01'.

**Ottobre 2006** (100 pages) Color photo: Bulgarian AS532 Cougar". "Pitch Black 2006" 4 pages including 14 photos (Singapore F-5 & C-130; Thailand F-16 & C-130; and RAAF Sikorsky S.76, F/A-18, & Boeing 707T). "Incidenti - Militari" Color photo of UAV in Hezbollah makings.

**Novembre 2006** (100 pages) Nothing of small-air-force interest except: Color photo Botswana C-130 'OM3'. "Incidenti - Militari" Color photo of Taiwan F-5F '5384' & Turkey C-130B.

## NETHERLANDS

**MODELBOUW IN PLASTIC** (IPMS-Nederland, c/o Luuk Boerman, Kerkstraat 2, 2471 AP Zwammerdam. E-mail: lucasb@normadblend.nl.

**3/2006** (40 pages) "Pizzakoerier" 4 pages on building the 1/72-scale Supermodel SM.81T of the Aeronautica Nazionale Repubblicana including 11 photos of the model. "Freya Radar" 2 pages on building the 1/72-scale kit including 7 photos. "Grumman Martlet Mk I" 4 pages on building the 1/72-scale kit including 5 photos of the model. "USSR Admiral Kuznetsov Aircraft Carrier (Part I)" 6 pages including 6 photos of the sea base. "Things under wings: F-16 stores (Part II)" 9 pages with photos and drawings of 24 different stores (with list of available models in 1/72, 1/48, & 1/32 scale). [Ed: All the photos in this issue are in color.] **4/2006** (48 pages) This issue celebrates 35 years of MIP. "De Hawker Hunter" 9 pages on Dutch Hunters including 17 photos and reviews of the 1/72-scale kits. "Revell Hawker Hunter F.6" 2 pages including 5 photos (kit has decals for RAF, Dutch, and Belgian Hunters).

## POLAND

**LOTNICTWO** (Krzysztof Zalewski, ul Grochowska 306/310, pok. 206, 03-840 Warszawa. E-mail: kz@magnum-x.pl.)

**8-06** (68 pages) Color photo (Indian MiG-25RB). "Wystawa Aviaswit 2006" a 6-page report on a Ukrainian aviation show including 18 photos (including Ukrainian Su-25, -27, & -24 and Libyan Mi-24). "MiG-21 w chorwackini lotnictwie" one page on MiG-21 in Croatian service including 2 photos and a history of the individual aircraft. "Aerovodochody L-159" 3 pages including 9 photos. "Aichi D3A (cz.II)" 8 pages including 8 photos, a cutaway drawing, 2 color side-view drawings, a 4-view scale drawing (D3A2), and 5 side-view drawings of prototypes and variants. "KSUS 1936" 6 pages including 6 color side-view drawings (PZL-23 Karaś, PZL P-11c, PZL-37 Łoś. LSW-6 Żubr, Lubin R-XIIID, & RWD-14 Czapla) [Ed: The colors the artist chose to use on the aircraft are most informative for any modeler planning to build Polish aircraft from the September

Campaign.] "Otto Lilienthal" 5 pages including 10 photos and a multitude of sketches.

**9-06** (68 pages) "Operacja 'Zmiana kierunku'" 2 pages including 3 photos of Israeli F-15I. "Polskie lotnictwo myśliwskie 1936-1943 (Cz.II)" 8 pages including 5 photos, 4 color side-view drawings [P-11c, P-11f, and Z-17/Z-18 Sep II proposals], and 3 color drawings of the P-50 (one in 111 Squadron insignia).. "XP-77 - zapomniany myśliwiec Bella" 4 pages including 7 photos and a scale 3-view drawing. "Lot Orla - 80-lecie przelotu do Tokyo" 3 pages on 80<sup>th</sup> anniversary of the flight from Warsaw to Tokyo including 2 photos and a color side-view of Breguet 19.

**10-06** (68 pages) "Samolot myśliwski MiG-25P" 8 pages including 9 photos [Libya (I)], 2 color side-view drawings (Iraq & Ukraine), and a 6-view scale drawing. "Bf 110: wersje nocne" 8 pages including 14 photos and a color side-view drawing. "Zbedne sensacje" 4 pages on PZL 37 Łos including 4 photos and 2 color side-view drawings. "Nakajima Ki-44 Shoki (cz.II)" 8 pages including 14 photos, 10 side-view drawings, and a 4-view scale drawing. "Lot Orla (cz.II)" 4 pages on flight from Warszawa to Tokyo by Polish Breguet 19 including 8 photos. "Kazimierz Sporny" 2 pages on Polish fighter pilot with Skalski's Flying Circus in North Africa.

## USA

**WWI AERO** (15 Crescent Rd., Poughkeepsie, NY 12601; 4 issues \$42.00 USA or \$47.00 overseas).

**#194 Nov. 2006** (144 pages) "The 1906 Santos-Dumont No 14bis" 18 pages including 24 photos. "The Gallaudet Story Pt. 14B: The Model D-2 for the Army" 9 pages including 2 photos and 4½ pages of drawings. "The Castle Door, The Mooring Pylon and the Transaereo: Pt. 2" 7 pages including 10 photos. "The Mystery of the Last Zeppelin Raid" 3 pages including sketch of a rather ingenious direction-finder system. "Some Thoughts on Building of a Triplane" 9 pages including 21 photos. "Aircraft" 14 pages with 38 photos. "Identification X" 3 pages with 7 photos. "Museums/Organizations" 10 pages including 27 photos. "Models" 10 pages including 29 photos. "Models: Santos-Dumont 14bis" 3 pages including 4 photos and 2 pages of plans for a 18¼ inch wing-span rubber-powered model. "Drawings" 7 pages (Lohner L; Aufsatz Zschach (twin-hull flying boat); & 1913 Burgess. "Letters" 11 pages with one scale 3-view drawing (Dornier Do X) and 3 pages of early flying models. "Publications" 11 pages.

**SKYWAYS: The Journal of the Airplane 1920-1940** (15 Crescent Rd., Poughkeepsie, NY 12601; 4 issues \$42.00 USA or \$47.00 overseas.).

**#80 October 2006** (80 pages) "The First Pan American Clipper: Sikorsky's S-40 Flying Boats" 13 pages including 24 photos, a 2-page color cover painting, and a scale 3-view drawing. "Cockpits: Navy Consolidated P2Y-3 Patrol Bomber" 3 pages with 5 photos. The other articles in this issue cover antique aircraft; not much for the small-air-force enthusiast, but they all make a good read. "Oshkosh Air Venture 2006" 13 pages including 33 photos. "The Long Island Aviation Country Club" 9 pages including 14 photos. "A Tour of the Historic Aircraft Restoration Museum: Part 3" 11 pages including 16 photos. "ID UNK (Identification Unknown)" 4 pages including 10 photos and a scale 3-view drawing (1939 Linberg Special Racer). "Models" 2 pages including 3 photos (one of a control-line PZL P-11c). "From the Members" 2 pages. "Skyways Reviews" 3 pages.



# Canadian Coast Guard S-61N

Mike Belcher

[Editor's note: This is a reprint of part of a series of article that appeared in 1982 in *Random Thoughts*, the magazine of IPMS-Canada. The original article covers Sikorsky Sea Kings in Canadian service. Permission to reprint the parts about the Canada Coast Guard S-61s was given by the editors of *RT* a long time ago, but the article was set aside and only recently uncovered during a clean up of the SAFCH editorial office. My apologies to IPMS-Canada for the delay.]

The largest helicopter in the Canadian Coast Guard is C-FDOH, the Sikorsky S-61N. Dwarfing the other Bell 212's and 206's and the Aerospatiale Alouette III's, the Sikorsky owns pride of place for size, carrying capacity and versatility. The following is taken from Transport Canada. Publication TP3424E "Canadian Coast Guard Helicopter CG22".

The Sikorsky S-61N, the only one of its kind used by the Canadian Coast Guard, is based in Prince Rupert.

The primary mission of all CCG shore-based helicopters, including the long-range Sikorsky, is installing, maintaining and supplying aids to navigation - buoys, light beacons and light stations - in Canadian waters.

The number of aids to marine navigation in Canada has increased steadily over the years because ships are larger, traffic has mushroomed, and many new port facilities have been built. Several ships assigned to aids to navigation carry a helicopter on board, saving time and expense.

CG 22, the Sikorsky's call sign, spends most of its time servicing and supplying the lighted aids to navigation from Cape Caution, just north of Vancouver Island, north to the Alaska border.

The flying "truck" transports everything from mail to bicycles to the 13 manned lighthouses in the district. The most southerly lighthouse is on Egg Island, in Queen Charlotte Sound, and the most northerly one is on Green Island at the northern entrance to Chatham Sound.

The helicopter has the distinction of servicing Canada's most westerly station, on Langara Island, the western-most occupied point of land in Canada. The Sikorsky also relieves some of the isolation traditionally felt by lighthouse keepers and their families while bringing in technicians to relieve the keeper of some of the more complex electronic maintenance work.

One of the assets of the S-61 N is its fully amphibious capability. It can operate on water, where other helicopters can't go, and on land, where vessels can't go.

If there is a heavy, awkward load to be carried to a

construction project, CG 22 can lift it with a sling. It recently assisted in carrying a total of 36,000 kg of material - tents, lumber, cement, reinforced steel and machinery - to mountaintop work sites for the Coast Guard.

The normal payload for CG 22 is 1,300 kg, including a crew of three: pilot, co-pilot and flight engineer, who also is trained as an attendant for embarked passengers. The 1,300 kg payload, is about four times the rated weight capacity of other CG helicopters. Its maximum range is 750 km, but 300 km flights, twice the range of most other CG helicopters, are routine. Ten to 12 passengers form a typical load, but it can accommodate up to 26 persons. The service speed is 120 knots, somewhat faster than other helicopters.

The Canadian Coast Guard has operated two S-61N's, the first being lost in an accident in 1972. In the next few pages are details of both Coast Guard S-61N's. Since all Coast Guard helicopters are repainted after periodic overhauls, the paint schemes of both of these helicopters changed several times during their careers

## Modeling the S-61N

So you want to build an S-61N. Good luck! Starting with the Fujimi kit (any version), you first must stretch the fuselage behind the flight deck by 50". This is not easy, since you can't just graft in part of another Sea King. If you're extravagant, you could buy a Revell CH-3 (which has the longer front) and use a section out of it. Otherwise, use your imagination.

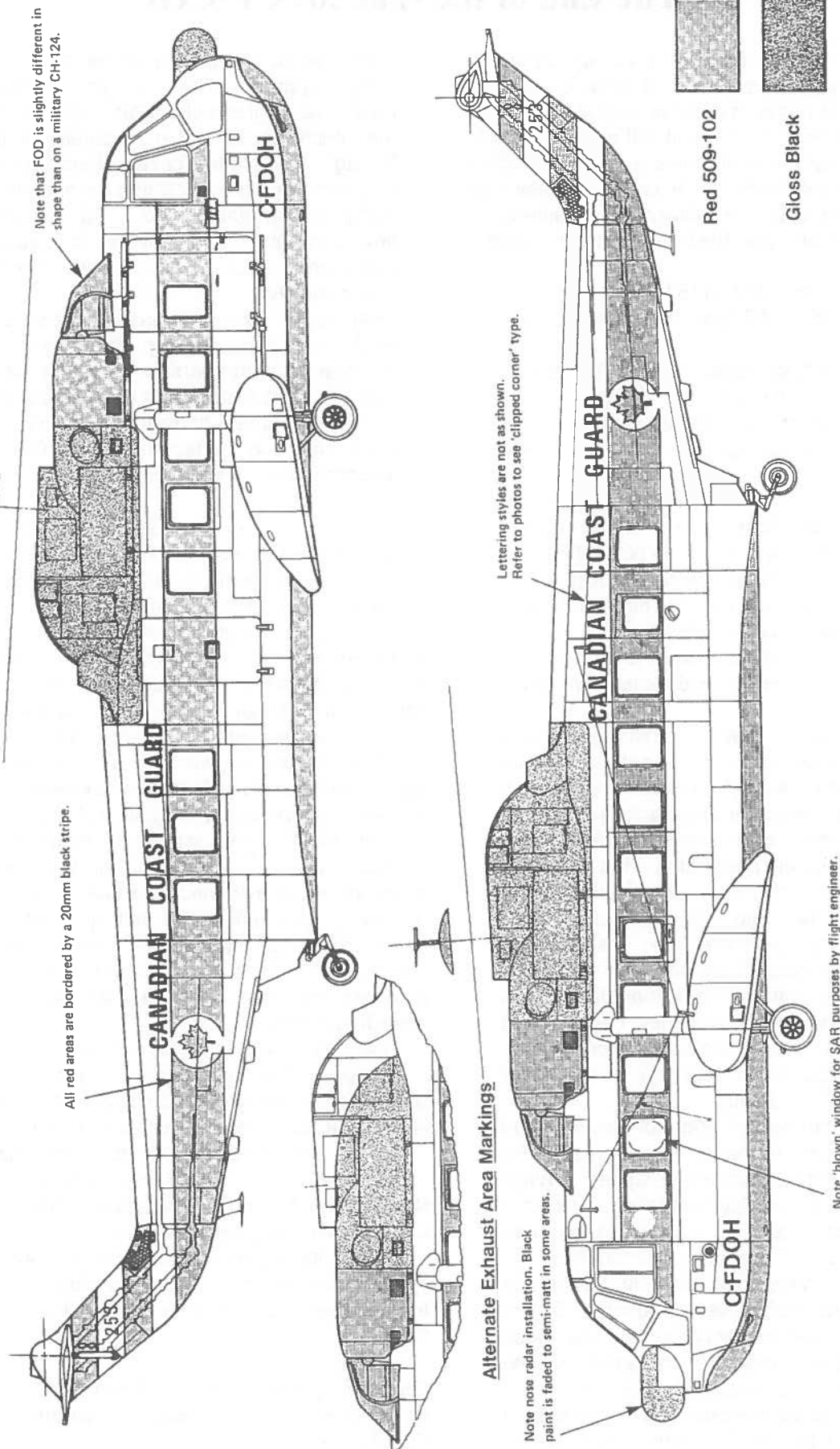
Next, you notice all the doors and windows are different. Fix that and you're 50% finished. New sponsons are required, those belonging to the S-61N being fatter than the Sea King's. A taller tail pylon is required as well.

All of the above is easier said than done, but this would be a nice conversion and a way to increase the civil content of your collection. The color scheme drawings are accurate as to window and door placement and pylon shape, so go to it.

Note: I would like to thank Transport Canada and especially the staff at the helicopter hangar in Prince Rupert for the valuable assistance given me in preparation of this article.

Cover photo: The first Coast Guard S-61N, CF-CGF, hovers over Triple Island Lighthouse on Canada's West Coast. (Transport Canada, via IPMS-Canada)

# CANADIAN COAST GUARD C-FDOH



## The End of the Line for CF-CGF

As you have noticed in the accompanying article, the Canadian Coast Guard has operated two Sikorsky S-61N's. The first, CF-CGF was lost in an accident in 1972.

The Coast Guard Sikorsky was and still is used primarily for light station re-supply. It is also used to carry technicians to remote sites for repair work. It was on one of these trips that CF-CGF ran into trouble. The following paragraphs quote the accident investigation report filed with Transport Canada.

Date & Time: 17 Jan 1972 1415 PST

Place: 10 miles SSW of Triple Island Lighthouse, B.C.

Weather: Cloud 300 overcast, visibility 1 mile in snow, temperature 320F, wind E at 20 mph.

While in cruise flight at about 200 feet above the water the pilots heard a muffled explosion; this was followed by a complete loss of power from No. 1 engine. The engine was secured and No.2 engine power output increased, but moments later there was another loud bang, accompanied by the total loss of power from No.2 engine. An auto-rotation was carried out onto the rough sea. The engines were restarted but shut down again when directional control could not be maintained. At impact with the water the main rotor had flapped downward and severed the tail rotor drive shaft.

A distress call was transmitted and acknowledged; after drifting for about 1-1/2 hours the helicopter came to rest on the rocky shore of an island. As the helicopter approached this rocky coastline an attempt was made to inflate the ten-seat dinghy as a safety precaution. This proved to be unsuccessful as only the lower ring commenced to inflate and this pressure was lost through a faulty pressure-relief valve. The emergency radio beacon proved to be equally unreliable. The life raft had been manufactured in 1959; both it and the emergency beacon had been checked and declared serviceable. Obviously the equipment had not been tested under operational conditions.

During an overhaul by the operator, sealant had been applied in error to the air outlet gaps on the engine starter covers which are designed to allow hot air circulation for anti-ice protection. This error had gone undetected in routine inspections through 900 hours of operation. Because of this error the starter covers, located within the engine air intakes, were ineffectively anti-iced. During this flight snow and ice accumulated on these covers, eventually breaking off, entering the engine air intakes and causing the flameouts.

There is evidence to indicate that maintenance and overhaul personnel, including those of the airframe manufacturer, were inadequately

instructed on the details of the starter cover anti-icing system. The written operating and maintenance instructions provided by the engine manufacturer did not give details of the airflow through the starter covers because they were installed by the airframe manufacturer. The airframe manufacturer did not describe the air flow through these covers in detail as they considered it to be the engine manufacturer's responsibility.

Despite the unwillingness of either airframe or engine manufacturer to jump forward and accept the blame, it appears certain that ice ingestion was the main cause. One of the pilots at the base in Prince Rupert stated that if CGF had been fitted with ice defectors as is C-FDOH, that accident may not have occurred.

However, the story doesn't end there with a broken chopper washed up on the rocks of Triple Island. That broken chopper was quite valuable and when the weather improved, an attempt was made to salvage it.

The engine, transmission and tail rotor were removed. A bridle assembly was made up to attach to the transmission mounting brackets. The Canadian Armed Forces were participating through the assistance of a Voyageur Search & Rescue helicopter from CFB Comox, B.C.

The arrangements were that a barge was standing by to receive the helicopter, but the rescue chopper could take CGF by itself, if everything worked out well. Initially, this was the case and the Voyageur started off. However, a lifting wire snapped and things went wrong quickly. The big Sikorsky swung up and its tail punched a hole in the rear door of the Voyageur. As it rebounded and appeared ready to make another bash, the co-pilot of the Voyageur had to make his choice. ... "2' million dollars of junk, or 4 million" ... and he jettisoned the load. The Sikorsky hit deep water and immediately sank.

Later attempts to find the helicopter in the water were unsuccessful. The large fuselage could have drifted some ways before reaching the bottom, since it probably had some air still in it, and so ended the career of CF-CG F.

As to the participants in this story, the pilot of the Voyageur was Capt. Mel Gesner who is now doing test flying at the Arnprior Boeing plant where Voyageurs and Labradors are being upgraded under the SARCUP program.

Stu Smith, the co-pilot who had the honor of hitting the button to jettison the load, is now chief pilot at the Prince Rupert Coast Guard base and flies CF-CGF's replacement CF-FDOH.

Caption for photo on page 74: A view of CF-CGF washed up on the rocks before salvage was attempted. (Via IPMS-Canada)



# Hurricanes Captured by Italians during WW II

Mirek Wawrzynski

During World War II, an unusual user of the Hawker Hurricanes was Italy. The Italians captured at least five Hurricanes in serviceable or repairable condition. Only one of them was to fly in Regia Aeronautica camouflage and markings. This short story presents their interesting history.

## **I. East Africa, Direidawa - 15 March 1941 (ex - 3. Squadron SAAF, serial SAAF - "280" and code letter - "W")**

The first Hurricane captured by the Italians was in East Africa. During an air combat over Direidawa in the morning of 15 March 1941, six Hurricanes of 3. Squadron South African Air Force met three Italian CR 32. The South African claimed two CR 32 and one CR 42 shot down. This was over claiming, for the Italian reported that only one CR 32 (pilot Srgg Magg Giardina) had suffered some holes in the fabric. After the combat in the air, the Hurricanes strafed aircraft on the ground claiming an additional three planes (Fiat CR 32, Romeo Ro37bis, and Savoia S 79). Actually only one fighter and two Ro 37bis were damaged.

That same afternoon six Hurricanes of 3. Squadron SAAF took part in a second air raid on Direidawa. There was no opposition in the air. During a strafing run, one of the attacking Hurricanes was shot down by machine gun manned by an engineer, named Coppoli, of the 410a Squadriglia. He opened accurate fire and Capt Noel Harvey's aircraft was hit, bursting into flames and crashing into a building. Capt Frost Hurricane's ("W" SAAF, serial "280") was also hit and he force-landed on the satellite strip K92. Seeing his friend in trouble, Lt R.H. Kershaw landed alongside Frost's Hurricane. Although the pilots attempted to destroy Frost's Hurricane to prevent it from falling in Italian hands, they failed in this effort. Eventually they took off in one Hurricane, leaving the damaged airplane behind. During these two attacks, the South Africans claimed a total of nine aircrafts destroyed on the ground; actual loses were one S 79 and four Ca 133s destroyed, with two more S 79s, three Ca 133s, two Ro 37bis, and a CR 42 damaged. The abandoned Hurricane was captured by the Italians. Later, when the Italians evacuated Direidawa, Capt. Ricci was ordered to strafe and destroy the Hurricane. He made three firing passes in his CR 32, but finally gave up in disgust and landed. He then ordered a native NCO to douse it with petrol and set fire to it.

## **II. North Africa at Martuba - March/April 1941 (V7670, ex - 261. Squadron RAF)**

In March/April 1941, around 30 Hurricanes were abandoned by the RAF at Derna, Bomba, and Gazala because of lack of fuel. In the area at that time were 6., 73., 208. Squadrons RAF and 3. Squadron RAAF. One of captured then was a Hurricane found by Italian troops at Martuba during the first part of 1941. It was a Hurricane Mark I V7670 (with the Havilland Hamilton propeller, 4th

production series of Hawker factory). He was abandoned by Allied about March/April 1941. Italian-German land-forces soldiers had found it there. Before capture by enemy he had quite long service record. He was in 261. Squadron RAF which fought in the Malta Island defence. Soon after capture was taken over by the Germans which painted their black-crosses over British markings and pressed it to own service. After several months in German service he was again recaptured by Allied forces during Operation Crusader on the Gambut airfield (probably in January 1942). There is no further information about his service in Allied air forces. Nothing more is known too about others Hurricanes' fate captured in March/April 1941.

## **III. North Africa, near Tobruk - 12 April 1941 (V7716 "TP-O", ex- 73. Squadron RAF)**

A second Hurricane was captured intact by Italian troops on 12 April 1941 in North Africa. During the night of 11/12 April 1941, German tanks probed the defenses of Tobruk, searching for a way through while pioneers attempted to bridge the ditch and destroyed the barbed wire barrier. They were unsuccessful. As soon as possible on the morning of 12 April, four Hurricanes took off to establish the position of enemy ground units.

Five air patrol were carried out before the afternoon. Two Hurricanes were shot down by German anti-aircraft fire while strafing ground targets. Sgt Bill Wills, V7560 'TP-F' crashed near El Adem and Sgt-Chef Guedon in V7853 failed to return. Both were taken prisoners.

At 10.40 hours, a fifth patrol, consisting of Flt. Lt. Ball and Sgt Ellis, took off. This time sandstorms resumed and visibility deteriorated rapidly catching both pilots in the air. Two Hurricanes could be heard circling overhead, but they could not be seen from the ground, nor could the pilots see the ground. After some two hours, with fuel dangerously low, Ellis force-landed V7372 'TP-W' at Tobruk West; but George Eric Ball (no connection with Albert Ball famous ace of WW I) landed outside the British perimeter and was taken prisoner. His Hurricane I Trop, V7716 'TP-O', was not damaged. Nothing is known about the fate of this Hurricane but Italian and German soldiers had photographed full flyable plane. It is possible that it was recaptured during an subsequent British advance, but it is unlikely have been found in flying condition.

[Ball was a Flight Commander with 242. (Bader's squadron) in the Battle of Britain). He was posted to 73. Squadron RAF on 29 January 1941 as a Flight Lieutenant, DFC. He arrived in Africa in early March, and on the 12th, on one of his first flights from Tobruk, he landed behind enemy lines and was made POW. After release, he became CO of 222. Squadron RAF at Fairwood Common, but was killed in a flying accident on 1 February 1946. He is buried at Exeter Cemetery.]

#### **IV. Yugoslavia, Niksic - April 1941 (BR.2337, ex. - 2. Lovacki Puk)**

In early 1940, a license agreement was signed for the production of Hurricanes in Yugoslavia. The Yugoslav government ordered 100 Hurricane Is – 60 from the Fabrika Aeroplana i Hidroplana at Zemen “Zmaj” near Belgrade and 50 from the P.S.F.A.Z. Rogozarski

By the time of the German invasion, Zmaj had completed the first batch of 24 aircraft and the next batch of 24 planes were nearing completion - it was planned to deliver these before 31 August 1941. The delivery of the first 15 machines to the 2. Lovacki Puk (2 Fighter Regiment; 163 and 164 Eskadrila) began in March 1941 and was completed by 6 April. These aircraft were powered by a Merlin III engine and had Yugoslav U21 propellers (similar to the Havilland Hamilton). The remaining nine aircraft of the first batch would reach the 2. Puk only after the war began. The aircraft made by Zmaj had serials from BR.2325 to BR.2348.

Before the April war, Yugoslavia had 35 serviceable Hurricanes I. Beside the 15 Hurricanes with 2. Lovacki Puk, 4. Lovacki Puk had 18 British-built machines. The remaining two serviceable Hurricanes were with the Samostalna Lovacka Eskadrila (Independent Fighter Flight). The Hurricanes of British origin were bought in 1938 and 1939 (12 machines) and the next 12 came to Yugoslavia in March and April 1940 (six planes each time). Their serials were from BR.2301 to BR.2324. Most of these Hurricanes were either destroyed in combat, or by their own crew to prevent them from falling into enemy hands.

During the April war, the Italians captured about 150 Yugoslav combat, reconnaissance, and training aircraft. Most of these were captured on Niksic airfield. Among them were two Dornier Do 17 K, one Caproni 311, one Caproni 310bis, one Savoia S 79, and a single Hurricane (BR.2337 made at Zemen Zmaj). The Hurricane was flown to Tirana where it was re-painted in Italian camouflage and markings. In September 1941, this machine was sent to Centrale Sperimentale di Guidonia where the Italians used it for training until early 1943. This was only Hurricane flying in Regia Aeronautica camouflage and markings.

In addition to the Yugoslav planes captured by the Italians, the German also captured many Yugoslav planes including around six Hurricanes Zmaj (one of them BR.2347). At least three of these Hurricanes were sold to Rumania before 22 June 1941, three next after June 1941.

#### **V. Sicily, Comiso - 24 November 1941 (Z2491, code letter “HA-D”, ex. - 126. Squadron RAF)**

On 24 November, five Hurricanes of 126. Squadron RAF took off for a mission over Sicily. Their task was to strafe Comiso airfield. During the attack, one of these Hurricanes was hit by AA fire and the pilot had to force-land. The plane was Hurricane IIB Z2491 “HA-D” and its pilot, Sgt Greenhalgh, was taken prisoner. This Hurricane was salvaged by the Italians and was kept in a hangar at this airfield.

Nothing more is known about its fate. Probably it was never made airworthy.

At last but not least, the author knows that the Italian had captured several more Hurricanes in various degrees of damage. So, these five short stories are not full information concerning Hurricanes in Italian's hands. If someone can add any further details, comments such suggestions are welcome and could be sent directly to the author.

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The author would like to contact people who can add new information to the above story.

#### **Captions for photos on page 107.**

1. Hurricane of the 3. Squadron SAAF captured in East Africa on 15 March 1941. (author via Corrado Ricci)
2. Hurricane I Trop (V7716, code letter “TP-O”), ex. - 73. Squadron RAF (author via Giorgio Apostolo)
3. Hurricane I (BR.2337), from the 2. Lovacki Puk, captured by the Italian during war against Yugoslavia in April 1941. He served in Regia Aeronautica service/training up to the early 1943 – The fighter had just been painted in Regia Aeronautica camouflage. (author via Giorgio Apostolo)
4. Hurricane IIB (Z2491, code letter “HA-D”, ex. - 126. Squadron RAF), captured on Sicily Island (Comiso airfield) in November 1941. (author via Tomasz Kopański)

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## APRILDAGENE 1940

### The Danish Air Services Defense Against the German Invasion: April 9<sup>th</sup>, 1940

#### Chapter 3 *Weserübung in Denmark*

"General, may I, as an old soldier, tell you something?  
You Germans have done the incredible again!

One must admit that it is magnificent work!"

King Christian X of Denmark to Major General Kurt Himer,  
Chief of Staff of the German Task Force for the Invasion of  
Denmark 9 April 1940

#### *The German Plan: Weserübung Sud*

The "occupation of Denmark", as the Germans put it, was an afterthought in the planning of Operation *Weserübung* ("Weser River Exercise"), the invasion of Norway. The latter, a preemptive campaign launched by Hitler primarily to safeguard Germany's iron ore supply from Sweden—and to prevent Great Britain from forcibly including Norway in the Allied camp—began preliminary planning in December 1939. But it really got moving after the famous "Altmark Incident" in which the British destroyer HMS *Cossack* brazenly violated Norwegian neutrality to board the Nazi naval auxiliary *Altmark* and rescue 299 British merchant seamen, the holding of which in Norwegian territorial waters being a neutrality violation in its own right.

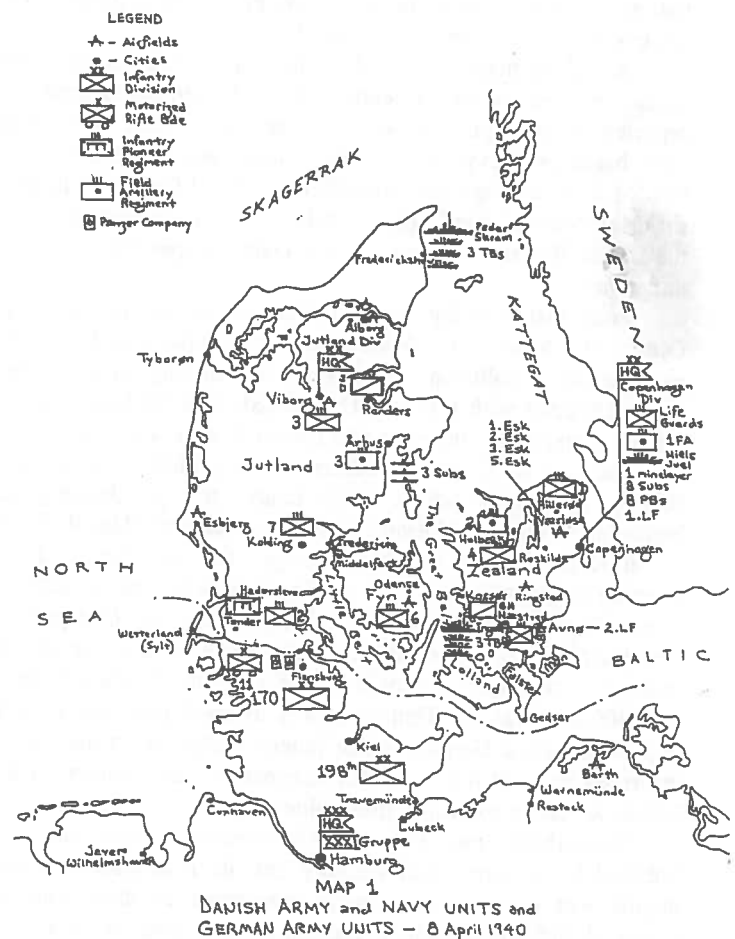
Three days after this precipitous event, on February 19<sup>th</sup>, Hitler ordered the detailed planning for *Weserübung* to proceed with urgency. The OKW (Oberkommando der Wehrmacht—Hitler's joint forces headquarters) planning staff included Oberst (Col) Robert Knauss, Kommodore of *Lehrgeschwader 1* and a former *Lufthansa* official. Two days after Hitler the OKW to accelerate the planning process, Knauss suggested adding the subjugation of Denmark to the operation. The *Luftwaffe* needed an airfield closer to the Norwegian objectives than its bases in northern Germany and the two at Ålborg, in northern Jutland, were perfect for these needs. Plus, adding Denmark to the Reich had the advantage of extending the flank of the *Luftwaffe's* early warning network to the north. The Danish branch of the plan was named *Weserübung Sud*.

Few forces could be spared from those husbanded for *Fall Gelb*—the plan for the invasion of France and the Low Countries—but two second-rate infantry divisions (reservists of the seventh wave call-ups) and a motorized rifle brigade, stiffened by two companies of light tanks and three motorized machine gun battalions. One division and the motorized rifle brigade, along with the tanks, planned to cross the frontier and race north to subdue Jutland. The other infantry division would be delivered by three naval groups to various points in the Danish islands, including one battalion to be landed directly onto the docks at Copenhagen. Commanding these was the *Höheres Kommando* ("Higher Command"—the equivalent of an army corps) XXXI under *General der Flieger* (Gen) Leonard Kaupisch. (Note 1)

The only real objective of the operation, the seizure of the Ålborg airfields, was to be accomplished by the first-ever use of airborne assault. One platoon of the 4<sup>th</sup> Company from *Fallschirmjäger Regiment 1* ("paratrooper regiment"—

abbreviated 4./FJR 1) was chosen for this task, with two other platoons being detached to secure the bridge connecting Falster Island with Zealand. Once the airfield was secured a transport group would bring in a whole infantry battalion to hold it against any Danish counter-attacks. At that point Ålborg would become the most important *Luftwaffe* base for the initial phase of the campaign and home to a group of *Zerstörers* (Messerschmitt Bf 110C "Destroyers") as well as temporarily host bombers, *Stukas* and transports.

#### *The Danish Preparations*



The peaceful Danes pinned their hopes to avoid being embroiled in the European war on the assurances of the 1939 German-Danish Non-Aggression Treaty. Signed on 31 May in Berlin, the document confirmed "the existing friendly relations of neighborship" and the Danish government took extraordinary steps to prevent providing the Germans with any provocation for invasion.

Two years prior, the Danish Defense Act expanded the small army, establishing a general headquarters, two divisions—one for Jutland and one for Zealand—and the Bornholm garrison; restructured the air arm; and established anti-aircraft, engineer, and transportation supporting units. The Jutland Division numbered some 7,550 men and had its headquarters at Viborg, in the northern part of the peninsula. The Zealand Division, headquartered at Copenhagen, totaled 6,300 men and included the Life Guards (the king's palace guard), as well as an extra field artillery regiment and an anti-aircraft battalion. The Danish army had no tanks but, being a defensive force, it was well armed with anti-tank (A/T) guns: tripod-mounted rapid-fire Madsen 20mm guns (called "auto-cannon") in motorcycle companies and infantry-pioneer battalions and a company of six Bofors 37mm A/T guns attached to each infantry regiment.

However, in a vain hope to avoid the inevitable the Danish government prohibited the army from mobilizing or preparing defensive positions along the frontier. Troops were ordered to remain in their barracks and forts were not to be manned until the Germans had made their first moves onto Danish soil. Similarly, although the navy had deployed to enforce the nation's neutrality in its territorial water, it was ordered allow German vessels to pass unchallenged.

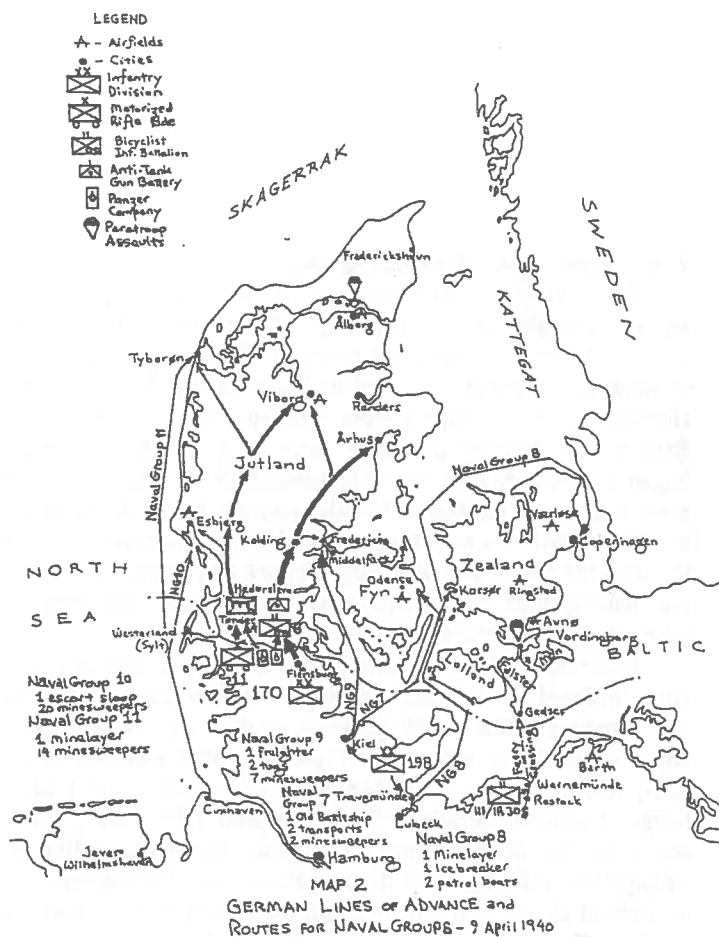
During the night of April 8/9, the ships of the flotilla in the Great Belt, led by the inspection vessel *Ingolf*, discovered and reported the passage of several German naval units. Reporting "one battle or heavy cruiser, two cruisers and three destroyers headed north through the Great Belt" ("Naval Group 5" headed for Oslo, Norway) the Danish flotilla alerted the Norwegians and the British Royal Navy that a major German operation was now underway.

Later that evening another German naval unit ("Naval Group 9" headed to Middelfart) was discovered, having experienced a collision resulting in the sinking of an armed tugboat loaded with troops. The Danish torpedo boat *Glenten* moved in to rescue survivors and Danish sailors were shocked to find them to be German soldiers wearing their combat gear! Shortly afterwards (about 0300 hours) the pre-dreadnought battleship *Schleswig-Holstein* passed by, leading "Naval Group 7" to Korsør. The *Ingolf* challenged the intruders and the German commander, *Kapitän zur See* Gustav Kleikamp, ordered some of his six armed trawlers to surround the *Ingolf* to prevent any interference. The flotilla commander raised the alarm, radioed Copenhagen and ordered his crew to "battle stations". At 0400hours, as the Danish sailors awaited permission from HQ to engage, a German motor launch pulled up to the *Ingolf*, informed them of the "peaceful occupation" and demanded the Danes surrender control of their minefields!

Meanwhile, the *Hærens Flyvertropper* was similarly hobbled by governmental timidity and its restrictions. Since deployment of the four combat squadrons to their wartime dispersal airfields to support the army's two divisions could be seen as preparation for war, it was feared that doing so would provide a provocation for the Germans to attack. However, once word of the Germans moving across the border—and onto the

docks of Copenhagen—arrived at Værløse the squadrons prepared for the dispersal, ground crews pulling their aircraft out of their hangars and warming the engines for takeoff while the flight crews pulled on their flying gear and prepared for deployment and combat.

## The Luftwaffe Attack



As the German naval groups steamed into Danish territorial waters towards their objectives and German army units gathered at their starting positions along the frontier, the Danes finally came to realize the truth of the Nazis' intentions. The Danish frontier guards and two infantry battalions of the Jutland Division were called out of their barracks at 0435 (Central European Time) and deployed to defend a smattering of key road intersections along the various routes between Flensburg and Kolding, intending to delay the advance of the German 170<sup>th</sup> Infantry Division (Inf. Div.) while the rest of the Jutland Division mobilized and organized the general defense. In the west, from Tønder, one company of the Danish 4<sup>th</sup> Battalion/2<sup>nd</sup> Infantry Regiment hastily deployed to slow the advance of the 11<sup>th</sup> Motorized Rifle Brigade on its advance towards Esbjerg, allowing the rest of the Tønder garrison (the Infantry-Pioneer Battalion) time to withdraw to the north. At Sølsted the unit had some success, one squad of a dozen soldiers working a single 20mm A/T gun, hit several German vehicles and stopped the German advance for about an hour. The

*Luftwaffe* responded by sending in three Henschel Hs.126A observation aircraft, most likely from 2.(H)/10, to bomb the Danish unit. The bombing proved inaccurate and the Danish unit extricated itself unhurt and retreated north to Bredebro, where upon arrival they learned that the war was already over.

Airborne over Denmark were only two of the nation's military aircraft. The coastal defense ship *Peder Skram* launched its H.E. 8 floatplane (#78) for a short hop to FredericksHAVN harbor, and a C.V (#R-52) was on a reconnaissance flight to Jutland and back. En route the crew observed large numbers of German aircraft over Danish territory, headed north.

Some of these were headed to Værløse airfield, where the *Luftwaffe* denied the two squadrons of Danish fighter planes any opportunity to interfere with the ongoing military and maritime operations. Having been alerted early in the morning the four squadrons moved their aircraft out of their hangars and the ground crews began warming up the engines in preparation for dispersal to airfields around the country. Then a telephone call from Copenhagen came in, informing the base of the German invasion and ordering the squadrons off immediately. One Pegasus-powered Fokker C.Ve (III R #R-49 from 5.ESK) had just taken off and was at a height of only 150 feet (50m) when, at 0638hours, the Bf 110s from the *gruppe stab* and 1.Staffel of ZG 1 came roaring in, guns blazing.

The hapless Fokker was shot down by *Hauptmann* (Capt) Wolfgang Falck, commander of I/ZG 1, for his sixth confirmed victory (Note 2). The two Danish crewmen—the pilot, *Løjtnant* (2Lt) C. F. Brodersen and observer *Premierløjtnant* (1Lt) V. Godtfredsen—died in the crash. The Bf.110s then strafed the airfield again and again, riddling the lines of parked airplanes.

One Gauntlet (#J-32) of 1.ESK was totally destroyed and another five were badly damaged. The 2.ESK lost one D.XXI (#J-49) destroyed and five more badly damaged. (See Note 3) Six C.Vs (three I Rs and three II Rs—See Note 4) of 2 and 3.ESK were destroyed outright; another half dozen (three II Rs and three III Rs—See Note 4) from 3 and 5.ESK were damaged. Of the 45 *Hærens Flyvertropper* aircraft based at Værløse, 11 were lost in the strafing attacks, with another 15 badly damaged. Thus, the Fokkers and Glosters had no chance to even attempt to oppose the German invaders.

In fact, the only opposition was from Danish anti-aircraft gun crews, defending the airfield with only light machine guns. They managed to hit two of the strafing Messerschmitts, wounding the rear gunner/radio operator of one. This aircraft force-landed in a Danish farm field with one engine out.

Meanwhile at 0615 hours the airborne portion of the operation had begun with nine Ju 52/3m tri-motor transports (from 8./KGzbV 1) dropping 96 *fallschirmjäger* (paratroopers from 4./FJR 1) on the approaches to the 2.5km (1.5mi) long Storstrøms road-and-rail bridge linking Falster Island to the southern end of Zealand. The bridge was defended by a fort built on the small Masnedø Island at the north end of the bridge. The paratroopers found the fort unmanned and moved quickly into the nearby town of Vordingborg and surrounded them in their barracks.

Capture of this bridge occurred as a portion of the 198<sup>th</sup> Inf Div arrived at Gedser on the southern tip of Falster Island by ferry from Warnemünde. Crossing the mile-and-a-half-long bridge the German troops headed north to Copenhagen to reinforce the battalion arriving directly into Copenhagen harbor

by ship. Meanwhile two Naval Groups landed elements of IR 305 at Fredericia (eastern shore of Jutland), Middelfart (western end of Fyn), Nyborg (eastern shore of Fyn), and Korsør (western end of Zealand). These operations captured the Fyn Bridge and the two termini for the ferry across the Great Belt to ensure a continuous route from Jutland to Copenhagen for the advance of reinforcing German units.

Meanwhile, at 0700 hours, three more Ju 52/3m transports (also from 8./KGzbV 1) dropped a platoon of paratroopers on the two (East and West) airfields at Ålborg in northern Denmark. They were followed almost immediately by a stream of 53 Ju.52/3m's (I/KGzbV 1) delivering a battalion of infantry troops (III/IR 159). Within an hour, the airfields were secured for use as staging bases against southern Norway and two squadrons of Bf 110s (2 and 3./ZG 76) soon landed.

Finally, Copenhagen itself had been taken by surprise. The German auxiliary minelayer *Hansestadt Danzig*, escorted by the icebreaker *Stettin* and a pair of patrol boats, steamed into the harbor at dawn (0450 hours) with their battleflags flying, illuminated by searchlights to be sure they would be seen. The guns of Fort Middelgrund watched in silence as the small flotilla sailed past, the fort's commandant so new to his post he had little idea what to do. Docking at a pier on the north end of the city, the ersatz troopship disgorged another battalion (II/IR 308) of the 198<sup>th</sup> Inf Div, about 850 infantrymen going ashore beginning at 0518. They moved quickly to the Citadel—the ancient fortress guarding the city and the headquarters of the Danish Army. After capturing the 70-man garrison—as well as General Gørtz, the Chief of the Danish General Staff—without a shot, the invaders marched on to Amalienborg Palace, the residence of the elderly King Christian X. There they finally met opposition, clashing with the King's Guard and causing several casualties.

While the firefight at Amalienborg Palace was developing, troops deploying, running and shooting, suddenly a large formation of 28 He 111s from I/KG 4 roared over the city with an escort of Bf 110 *Zerstörers* from 3./ZG 1. The Heinkels dropped no bombs—their mission was entirely psychological: to demonstrate the strength of the *Luftwaffe* and thereby coerce the Danes into peaceful submission. There was sporadic Danish anti-aircraft fire and one He 111 was hit, returning to Germany with one engine out. The ploy worked—King Christian X, reluctant to see his beautiful Copenhagen become another devastated Warsaw, immediately ordered a cease-fire. By 0834 hours, Denmark had surrendered to Hitler.

The brief defense against the German invasion had been practically bloodless. In addition to the two aviators killed in the crash of their C.Ve, 11 Danish soldiers and 3 frontier guards lost their lives and 23 more men wounded. The Danish defenders inflicted 20 casualties on the German invaders.

### Postscript

With the short campaign successfully concluded, Gen Kaupisch established his headquarters in Copenhagen as the Commander of German Troops in Denmark, his command being transferred directly under the OKH for occupational duties. No German civil administration was set up in the hopes that the Danes would consent to becoming a "model protectorate" of the Third Reich. Though the armed services were demobilized, they were allowed to continue a twilight existence for personnel administration and equipment caretaker duties.



For the two military aviation services all powered flying was forbidden—a limited amount of glider training was allowed to keep pilots proficient in landings. The *Hærens Flyvertropper* was required to vacate *Værløselejren* immediately. The army aircraft were dismantled and placed in storage at Kløvermarken, Avedøre (west of Copenhagen), Lundtofte (north of the city), and Ringsted. These included the ten surviving D.XXIs (three of the badly damaged ones were eventually rebuilt) were placed in storage at Kløvermarken. The Gloster Gauntlets damaged in the attack on Værløse were all repaired and the 12 biplanes were placed in storage. Of the fleet of Fokker C.V's, some 25 survived the invasion, five C.Vb's and 20 C.Ve's, these too being held in storage.

All the navy's operational aircraft (H.E.8s, Nimrods, Moths, Dantorps, Tutors and the Wal) were dismantled and placed in storage at the Holmen naval base in Copenhagen.

For the next three and a half years Denmark was placed under a very tolerant Nazi occupation. However, the seemingly unending increase in acts of sabotage resulted in a typical tyrannical crack-down. On 29 August, 1943, the *Wehrmacht* seized all Danish military and naval installations and equipment. The surviving D.XXI's were taken on this occasion and in late 1943 they were issued to ancillary units such as *Luftdienststaffeln* (Air Service Squadrons) and *Zielschleppstaffeln* (Target Towing Squadrons). It appears they were flown until the summer 1944. Like the other *Hærens Flyvertropper* aircraft the Gauntlets were confiscated at that time but their ultimate fate is unknown.

Approximately 15 of the stored Fokker C.V's were also seized. They were eventually refurbished with new engines and issued to an Estonian volunteer squadron (*Nachtslachtgruppe 11*) for night ground attack (nuisance raids) duties on the Eastern Front from May until September, 1944. Two of these were flown to Sweden by Estonian refugees in October 1944, where they were eventually written off.

In order to keep the naval aircraft out of the hands of the Germans, almost all were destroyed by sabotage on 22 November 1943.

Whatever the fate of the individual aircraft of the two Danish aviation services, the formal existence of the two services and their air arms ended on 29 August, 1943.

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#### End Notes

1. Kaupisch was an experienced artillery officer and WWI veteran who had already retired twice as a general. He had also been recalled twice, the first time in 1935, providing the burgeoning *Luftwaffe* with additional, needed leadership. Retiring again as a *Luftwaffe General der Flieger* in 1938 he was recalled a second time, the very next year, to command the army task force that drove across the Danzig Corridor. On October 2, 1939, he had the distinction of accepting the surrender of the last Polish units still fighting, those holding out on the Hela Peninsula.
2. Hptm Falck's victory was misidentified—and the "kill marking" applied to the rudder of his Bf 110C was annotated—as a 'D.XXI' fighter. This error has been perpetuated in numerous subsequent publications.
3. The Gauntlets damaged were J-25, J-28, J-29, J-30 and J-38. All were repaired prior to being placed in storage. The damaged D.XXIs were J-43, J-45, J-47, J-50 and J-51. Only J-50 is known to have been repaired and stored.
4. The Fokker C.Vs destroyed on the ground were: I Rs number R-4, R-5 and R-16; II Rs number R-22, R-30 and R-32. The Fokker C.Vs damaged were: II Rs number R-21, R-23 and R-26; III Rs number R-41, R-45 and R-50

## APPENDIX TWO

### Danish Air Order Of Battle: 9 April 1940

<b>Hærens Flyvertropper</b>	Col Carl C. J. Føslev	HQ: Værløse Airfield
1.Eskadrille	13 Gloster Gauntlet I (II J)	Værløse Airfield
2.Eskadrille	8 Fokker D.XXI (III J)	Værløse Airfield
	3 Fokker C.Vb (I R)	
3.Eskadrille	9 Fokker C.Ve (II R) and 2 C.Vb (I R)	Værløse Airfield
	1 De Havilland DH.90 (III S)	
5.Eskadrille	12 Fokker C.Ve (III R) and 2 C.Vb (I R)	Værløse Airfield
	1 Cierva C.30 (I M)	
Flyverskole	12 DH.82 Tiger Moth (I S),	Værløse Airfield
	5 O-Maskinen (II O) and 1 DH.90 (III S)	
<b>Marinen Flyvevæsenets</b>	Capt A. E. V. Grandjean	HQ: Copenhagen
1.Luftflotilla	13 Heinkel H.E. 8 (H.M. II)	Copenhagen
	1 Dornier Wal (F.M. I)	Seaplane Station
2.Luftflotilla	9 Hawker Nimrod II (L.B. V)	Avnø Airfield
Marinen Flyverskole	2 DH.60M Moth (L.B. III)	Avnø Airfield
	5 AVRO 621 Tutor (L.B. IV)	Avnø Airfield

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### APPENDIX THREE

#### Luftwaffe Air Order Of Battle for Operation Weserübung Sud

Portion of Fliegerkorps X		Overall Commander: LtGen Hans Geisler	
Unit		Strength (Operational)	Location (Reference)
ZG 76	I Gruppe	32 Bf 110C-1	Westerland (Sylt)
JG 77	II Gruppe	38 Bf 109E-1	Westerland (Sylt)
KG 4	I Gruppe	36 He 111P	Perleburg
KGzbV 1	I Gruppe	56 Ju 53/3m*	Ütersen
	8. Staffel	12 Ju 53/3m	Hagenow
KGrzbV 101		53 Ju 52/3m	Neumünster
2(Heeres)/Aufklärungsgr 10		9 Hs 126B	Flensburg
Küstenfl.Gr.706		He 60, Do 18 and He 111J	
• Includes <i>Geschwaderstab</i> ("Wing Staff") aircraft co-located at the same base			
•			

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# Finnish Nieuport One-and-a-Half Wings

Nils Treichel

[Editor's note: This article first appeared in issue #24 of the Finland Special Interest Group and is reproduced here with the permission of their editor (and author). For further information about this SIG, contact Nils at the address below.]

First, some remarks about the different types of this famous series of fighters: The Nieuport 10 was a two-seater, either with the pilot in the front or the rear seat, resulting in different configurations of cabane struts and aileron actuating rods. Some were converted to single seaters with a fixed machine gun on the top wing. Note that the Russians sometimes called this version "Niner" (in Russian, obviously) and nobody knows for sure why! As first proper single-seat fighter, the Nie 11 was nick-named "Bebe", being the smaller brethren of the 10. The addition of a more powerful engine created the 16, whose handling qualities, alas, were inferior, bordering on dangerous. So the Nie 17 had a longer fuselage and increased wing area becoming one of the top fighting machines of WWI. Variations of it were the 23 (machine gun moved slightly off center) and the 21 (weaker engine, to get more endurance?). The further Nieuports, the 24, 25 and 27 won't bother us here.

Modeling-wise, it's a bit difficult to distinguish between 11, 16, 17, 21, and 23, as the differences in dimensions can not be seen on photos. So here are some details to look for: Aft of the 11's and 16's engine cowling, on both sides, prominent approximately semi-circular covers (called "elephant-ears" by some) can be seen; whereas on the other three, the transition from engine to fuselage is smooth. Fully enclosed engine cowlings are sported by all except 11 and 21, though there's the possibility of field modifications. The rigging wires from the fuselage to the top wing run parallel on the 17 and 23, but on the other two they are attached to one point on the fuselage, resulting in a "V" shape. (I sincerely hope, someone DOES understand this.)

There's only a very small difference between the 17 and 23: the original centrally placed machine gun was offset to starboard on the latter; not easy to see, particularly on unarmed planes. But this resulted in a change of rigging, too. The wires between the forward cabane struts form a broad "V" on the 17 but an "X" on the 23. I won't comment on armament, as the Nieuports we are interested in were all unarmed.

For those of us building in the bigger scales (aka "Braille" scales) please note on the 80-hp Le Rhone (11 and 21) the valve actuating rods are on the cylinders' front, but on the 110-hp version driving the others they are on the rear.

Six Nieuport sesquiplanes were used in Finland:

1. Nie 10, c/n 748, serialled F38; crashed 130418.
2. Nie 10, c/n 743, serialled F36 - D63/18 - 2C450; crashed 150819.
3. Nie 10, c/n 755, serialled D64/18; soc 110819.
4. Nie 17, c/n 1899, serialled F32 or 34 - D61/18 - 1C452; soc 190520.
5. Nie 17, c/n 1900, serialled F32 or 34 - D62/18 - 1D453; soc 050225.
6. Nie 21, c/n 1325, serialled D86/18; soc 040423.

(NB: The different successive serial systems used in Ilmavoimat's early days will be explained later.)

Four of them (two 10s and the two 17s) arrived on 110418, flown by Russian aviators fleeing from Soviet rule. One was the IRAF ace Mihail Safonov, who was accompanied by his wife. The other planes (a 10 and the 21) were captured during the civil war from the Red Finnish Aviation Detachment. (A short article about this outfit will follow later.) The four "defectors" formed Flying

Det.2, flying some reconnaissance missions before the Civil war's end. Afterwards, the survivors were used by different units, mostly for training.

Before commenting on available kits, the usual remarks about colors and markings have to be made. On the one hand this is quite easy, as there are no difficult paint schemes to discuss, only what could be called "natural" colors - linen fuselage and wings, wooden struts, etc. with metal engine cowlings. The problem is that according to photos the cowlings seem to be painted, but in what color? It seems to be similar to the color of the fuselage - does this help? The Finnish Nieuport 10s and the 21 were built by the Russian DUKS company and most probably the 17s too. So the French "silver" finish can be ruled out. Some sources mention a Light Grey tone for the "Russian Clear Doped Linen"; others cite a Light Fawn. So make your choice. Compared to the national insignias' white, Nieuports do look darker than, let's say the Thulins and Albatri. At least the two Nie 17s received a new paint scheme in Finnish service as can be discerned from their national insignia that now lacked the White disc. So these MIGHT have been silver or again natural linen. In applying the national insignia, first the Russian roundels had to be covered, mostly by white squares, but in one case by just painting over the roundels. And as the Nie 17s did sport a lot of roundels, twelve to fourteen (obviously the Russians were not good at aircraft recognition), an equal number of Hakaristi had to be applied, quite crude and far from any regulation. On some a/c, serials were painted on the rear fuselage, in black, I think.

## Kits:

1. Nie 10 1/72nd resin from ToyCraft Berg (very rare kit, good quality, expensive).
2. Nie 17 1/72nd from Revell (a real oldie, basic and crude as could be expected, but no serious dimensional errors).
3. Nie 10 1/48th resin from Roseplane (rare, expensive and needs some detailing).
4. Nie 17 1/48th from Eduard (very nice kit, recommended without reservation).

**Decals;** Decals for Finnish Nie 17s can be found on GAL Sheet No.5.

Now the comments on the drawings:

1: As said before, ID453 (belonging to Aviation Battalion at Santahamina in May 1920) has had some sort of overhaul, so its paint scheme is not Russian, but what else? Plain Hakaristi in six positions, plus black serial on fuselage. Note the Black dot beneath the cockpit. There is no hatch or other sort of opening here, so it is painted. But what does it mean?

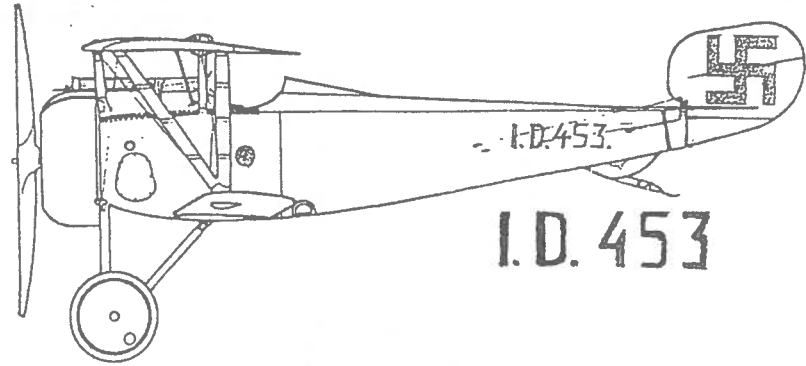
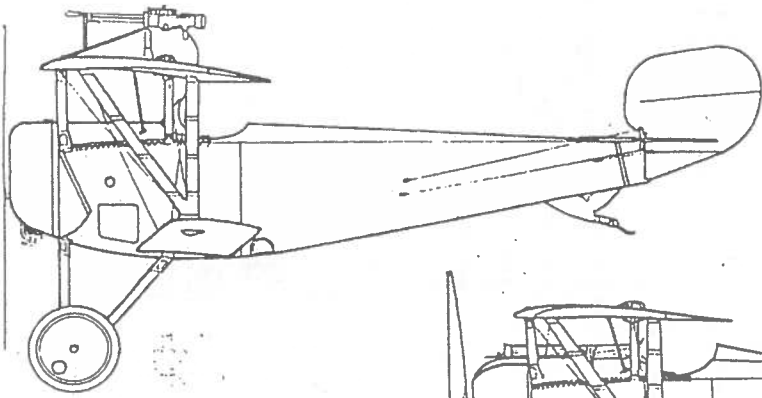
2: Not much to say about this standard-marked Nie 10 D63/18 from Flying Det.4 at Koivisto in early 1919.

3: Peculiar for D64/18 (serial probably not displayed) from the same unit are the exactly over-painted Russian roundels and note the quite small Hakaristi on the top. The fin of Russian Nie 10s was either painted in national colors or carried a roundel. Either type of marking should have been painted over on this plane, but as the fin can not be seen on the original photo, the guess is yours again.

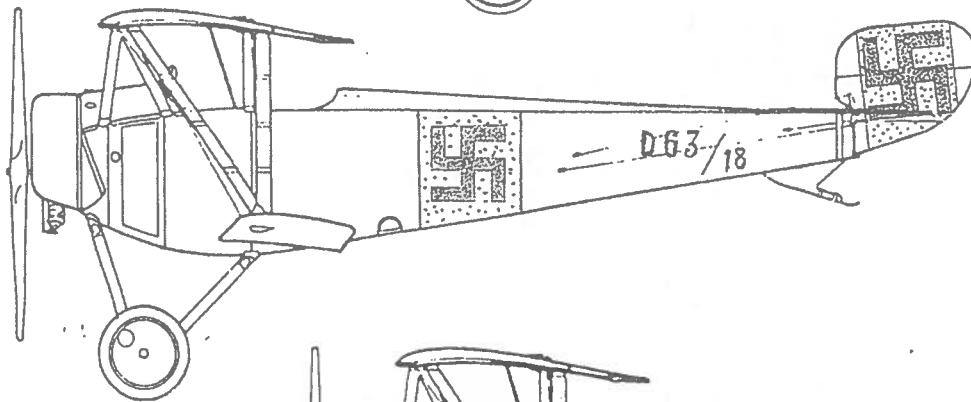
4: Fourteen roundels (upper wing top and bottom, lower wing bottom, fuselage, fin and above and below tailplane) had to be covered by Finnish insignia on this Nie 17 from Flying Det.2 at Antrea in April 1918. No other markings were carried.

Oh, and the first side-view of the Nieuport 11 is included just to clarify my written remarks.

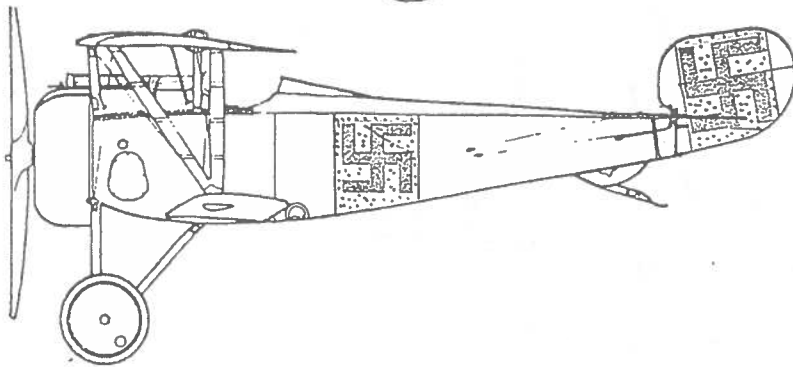
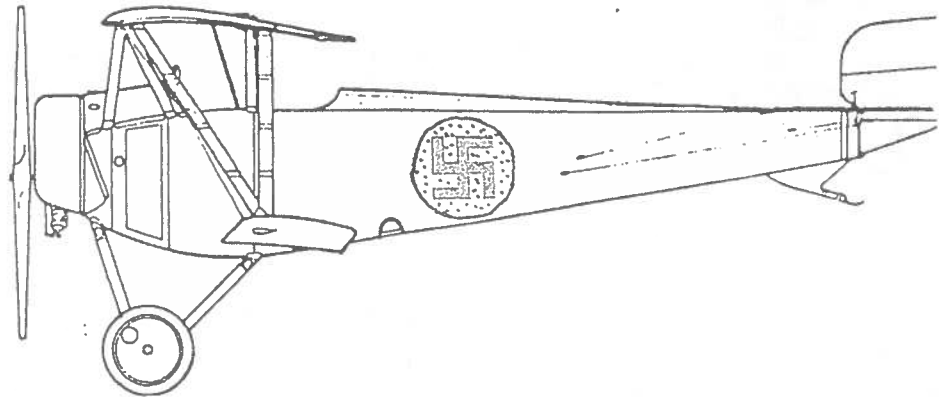
Nils Treichel (SAFO #1467), Gustav-Adolf Str. 16, 27404 Zeven, Germany.

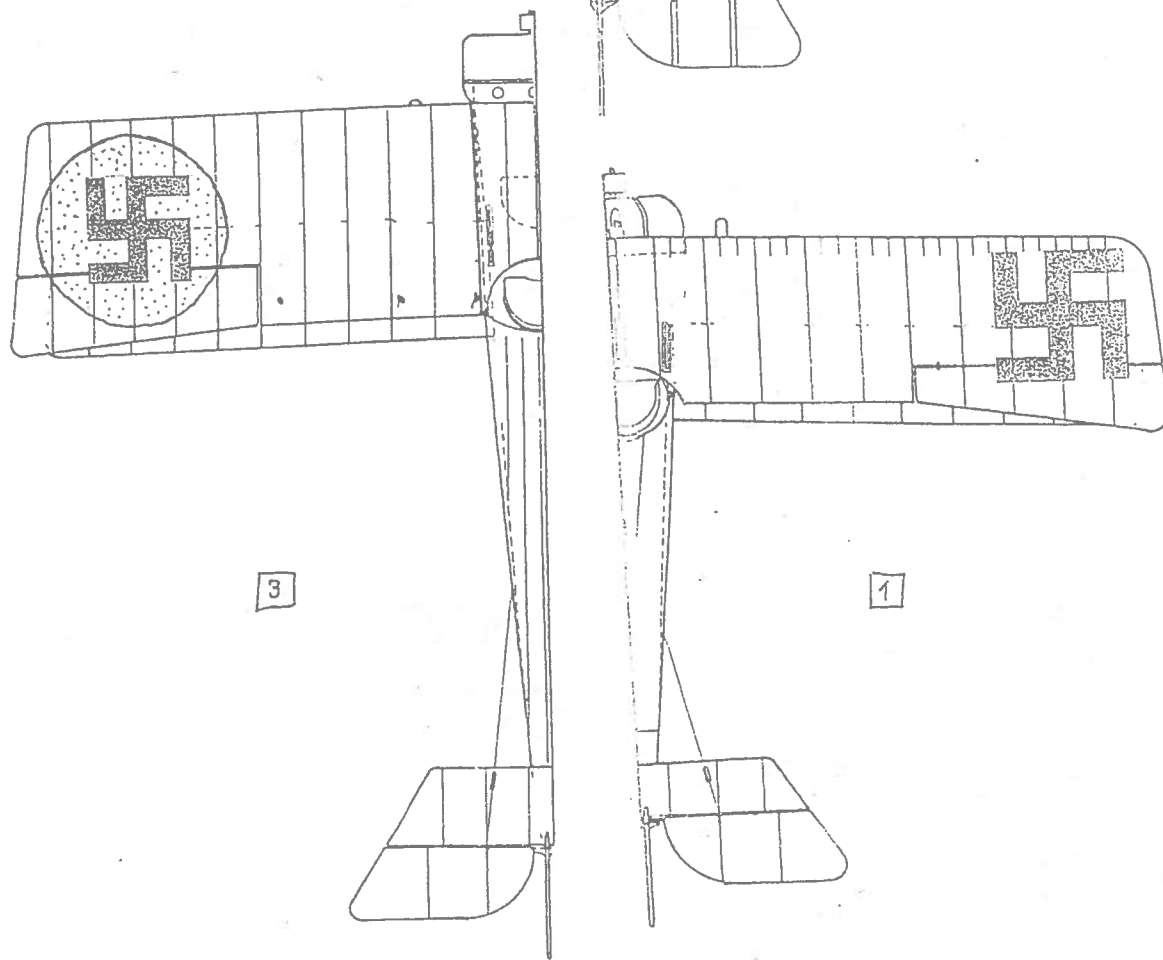
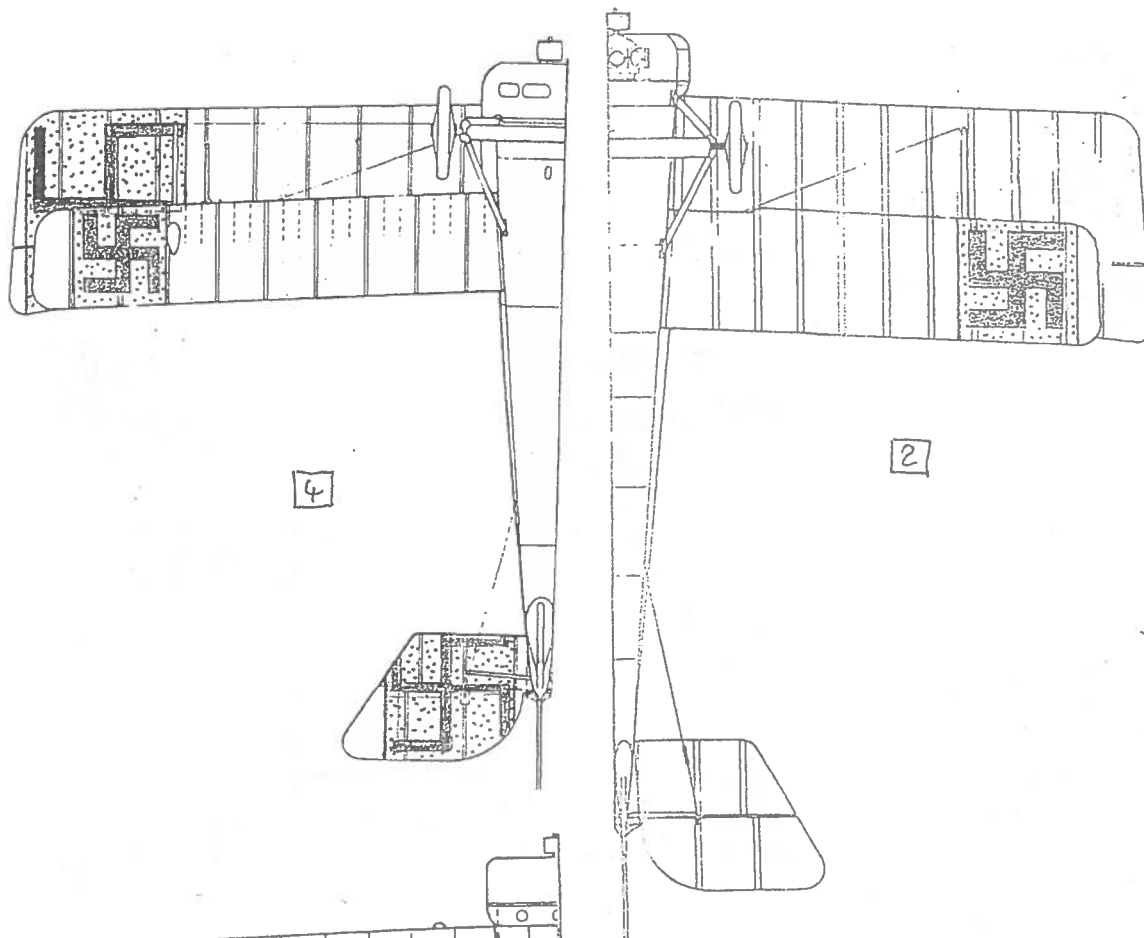


I.D. 453



D63/18







# Spanish Republican Fighter Pilots in the Spanish Civil War

Santiago A. Flores

This is an attempt to compile a listing of all known notable Spanish Republican fighter pilots, based on many sources including material that has been published in Spain during the last few years. This not 100% accurate, since some sources do not agree with the other in the cases of dates and circumstance of the event, or if the claim was a individual victory or a shared with another pilot. The pilots of the Spanish Republican fighter arm adopted the same scoring system as that of their Soviet ally. The individual and the share victory or group one. In some case the final total score might include shared victories.

Any additional information in reference to these pilots or any other would be most welcomed by the author. Santiago A. Flores (SAFCH #588), 2047-A Cerrissa Ct., San Diego, CA 92154-1275, USA.

Rank and Name	Unit	Score
1. Mayor Manuel Zarauza Clavero	1/o.Escuadrilla "Palancar" (I-5), Escuadrilla "Lacalle" (I-15) 3/o.Escuadrilla de "Moscas", 4o.Escuadrilla de "Moscas" Grupo 21 de "Moscas"	24v SCW
Remarks: One source puts his score in the SCW at 25 victories. He flew in Russia in the VVS with the 961, 481 IAP. KIFA October 12, 1942. Other sources put his score in the SCW as 10 victories plus many probables and shared victories.		
2. Capt. Jose Maria Bravo Fernandez	1/o.Escuadrilla de "Moscas"; 3/o.Escuadrilla de "Moscas"	23v SCW
Remarks: During the SCW, he participated in 160 combat missions, flew 1,120 hours. Known I-16 serials are CM-193 and 249. He flew in Russia during in WWII and returned to Spain in 1960		
3. Mayor Leopoldo Morquillas Rubio	Escuadrilla Vasca de "Chatos"; 2/o.Escuadrilla de "Chatos" 3/o.Escuadrilla de "Chatos"	21v SCW
Remarks: He flew in Russia 1941-45. He passed away in Tula, USSR, December 1989.		
4. Mayor Miguel Zambudio Martinez	Circo Krone; Escuadrilla Vasca de "Chatos" 3/o.Escuadrilla de "Chatos"; Grupo 26 de "Chatos"	20-24v SCW
Remarks: He was wounded in action on December 24, 1938. In the mid 1950's, he return to Spain. Historian Jesus Salas credits him with 17 confirmed victories by January 1938. His score was reported as 16 confirmed (7 bombers and 9 fighters) plus 3 shared Victories, while Zambudio credits 24 victories plus many probables and shared victories. He passed away in Spain in December 1996.		
5. Capt. Antonio Arias Arias	1/o.Escuadrilla de "Moscas"; 4/o.Escuadrilla de "Moscas"	15v SCW (9 + 6 shared)
Remarks: In his book, "Arde el Cielo", his score appears to be 9 + 21 shared victories. He flew in Russia with the VVS 1941-45 with the 283, 964, and 439 IAP. Scored 5 shared victories.		
6. Tte. Francisco Tarazona Toran	1/o.Escuadrilla de "Moscas"; 3/o.Escuadrilla de "Moscas"	15v SCW (8 + 7 shared)
Remarks: Born in Mexico of Spanish parents. Shot down and wounded on October 14, 1937. Survive accident in Bravo's CM-249 on December 8, 1938. After the war he went back to Mexico. He passed away on July 1, 1988.		
7. Almando Ortega Vilella	1/o.Escuadrilla "Moscas"; 4/o.Escuadrilla "Moscas"	15v SCW (5 + 10 shared)
8. Cmdate. Andres Garcia Lacalle	Escuadrilla "Palancar" (I-15); 1/o.Escuadrilla "Lacalle" (I-15) Grupo de Asalto No.28 (Grumman); Jefe Escuadra de Caza	14v SCW
Remarks: One sources puts Lacalle's victories at 21. An article published in September 1937 puts his score for the early days of the war at 6 enemy aircraft shot down and 5 forced down between Republican and Nationalist lines.		
9. Mayor Manuel Aguirre Lopez	1/o.Escuadrilla de "Moscas"; 7/o.Escuadrilla de "Moscas"	10-11v SCW
10. Emilio Ramirez Bravo	4/o.Escuadrilla de "Chatos"	10v SCW
11. Tte. Andres Fierro Menu	5/o.Escuadrilla de "Moscas"; 3/o.Escuadrilla de "Moscas" 1/o.Escuadrilla de "Moscas"	10v SCW
Remarks: Some of his victories were shared with squadron mate Sgt. Esteban Yuste Gorbato, who was KIA 18 July 1938. POW on 13 September 1938, exchanged for Nationalist pilots. Flew with the VVS in Russia 1941-1945 with 2 Squadron of the 439 IAP. Downed two Ju 88's with the "Taran" method in August 1944.		

12. Tte. Manuel Montilla Montilla      3/o.Escuadrilla de "Moscas"      10v SCW  
(All shared)  
Remarks: Went to live in Mexico.
13. Tte. Luis Sirvent Cerrillo      5/o.Escuadrilla de "Moscas"; 3/o.Escuadrilla de "Moscas"      9v SCW  
(7 + 2 shared)  
Remarks: Wounded in action October 3, 1938.
14. Capt. Jose Falcon San Martin      3/o.Escuadrilla de "Chatos"; Escuadrilla de Vuelo Nocturno      8v SCW  
Remarks: During the SCW, he had 26 aerial combats and flew 480 hours. On February 6, 1939, while flying Chato CA-205, he shot down two Bf 109s over Villajuiga.
15. Tte. Sabino Cortizo Bertolo      4/o.Escuadrilla de "Moscas"      8v SCW  
Remarks: KIFA on January 21, 1939, in I-16 CM-222 of the 6/o.Escuadrilla, landing accident crashing into a captured Ju 52 on the ground.
16. Tte. Julio Pereiro Perez      2/o.Escuadrilla de "Moscas"; 4/o.Escuadrilla de "Moscas"  
3/o.Escuadrilla de "Chatos"      8v SCW  
(3 + 5 shared)
17. Capt. Juan Comas Borrás      3/o.Escuadrilla de "Chatos"; Jefe Grupo 26      7v SCW  
(+7 probables)  
Remarks: Wounded in action November 5, 1938, losing a leg. He passed away on May 2, 1992.
18. Capt. Felipe del Rio Crespo      Escuadrilla Norte de "Chatos"      7v SCW  
Remarks: Killed in action on April 23, 1937. Some sources claim he was shot down by AAA fire, while others claim he was shot down by German fighters.
19. Capt. Francisco Merono Pellicer      1/o.Escuadrilla de "Moscas"; 6/o.Escuadrilla de "Moscas"      7v SCW  
(6 + 2 shared)  
Remarks: Flew in Russia with the VVS 1941-45 with the 960 IAP, where he claimed 20 victories in about 100 missions. WIA July 1943. He died on July 16, 1995, in Russia.
20. Tte. Juan Lario Sanchez      4/o.Escuadrilla de "Chatos"; 2/o.Escuadrilla de "Chatos"  
1/o.Escuadrilla Grupo 28 "Delfin"      7v SCW  
(1 shared)  
Remarks: Flew in Russia with the VVS 1941-45, undertaking 2,660 flights, 97 aerial combats, 886 combat missions, and claiming 27 + 8 shared victories. He passed away in June 2000, in Spain.
21. Jose Maria Pascual Santamaria      1/o.Escuadrilla de "Moscas"      6v SCW  
Remarks: Flew in Russia with the VVS 1941-42. He was killed in action on August 23, 1942, near Stalingrad, after shooting down 3 Bf 109 while defending a Russian pilot from being machine gun in his parachute. He personal score in the VVS was 14 victories.
22. Antonio Queteri Pastor?      3/o.Escuadrilla de "Moscas"      6v SCW?
23. Joaquin Velasco "Vilkin" Garro      1/o.Escuadrilla de "Moscas"; 4/o.Escuadrilla de "Moscas"      6v SCW  
(1 + 5 shared)
24. Tte. M. Angel Sanz Bocos      4/o.Escuadrilla de "Moscas"; 3/o.Escuadrilla de "Moscas"  
2/o.Escuadrilla (I-15/I-16)      6+v SCW  
(3 + 3 shared)
25. Tte. Rafael Magrina Vidal           5v SCW  
Remarks: KIA July 16, 1937 flying an I-16 over Gijon. Another source put the date of his death as August 16.
26. Vicente Gomez?      1/o.Escuadrilla Mixto de Refuetzo?      5v SCW?  
Remarks: Little know unit that flew both the I-16 and I-15 fighters. A number of foreign pilots flew in that unit.
27. Capt. Eduardo Claudin Moncada      1/o.Escuadrilla de "Moscas"; Jefe Grupo 21      4+v SCW  
(2 + 2 shared)  
Remarks: KIA July 5, 1938, when his I-16 was hit by AA fire.

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## Soviet Airmen In Spain

Igor Gordelianow

[Author's note: Having a great interest in the actions of Soviet airmen during the Spanish Civil War and having made some investigations into the matter, I have just opened a new subject of my researches. It concerns of other names given to Soviet aviators during their "mission" in Spain (the so-called X-plan). There is much confusion in defining those names like "alias", "cover name", "nickname", "other name", "false name", etc.. So, I am compiling a list of such names of Soviet airmen in Spain in order to distinguish them from each other.]

As it's known, all the Soviet airmen got Spain in a different way (for example through France, by sea, etc.) as engineers or civil specialists. In every case, they were given a foreign passport with another name, not their real name which, of course, were secret. So, well-known fighter pilot Smirnov Boris Aleksandrowich was written into his foreign passport as Manuel Lopez Gorey.

Concerning nicknames: These were given in Spain by combat comrades ("cover names", "nicknames") and often had nothing to do

with their foreign passport names (for example, Devotchenko was named "Pedro"). Also, when captured Soviet airmen were interrogated they often gave another names ("false names") which had nothing to do with the previous ones. So, Eugene Stepanov after his capture, in January 1938, said that his name was Eugene Slepnyov.

Unfortunately, there is nothing in ex-Soviet archives, and I had to use information from some historical sources, literature, friends, and so on. And here I would like to present you a list of names that have been compiled up to now in the hope that SAFCH members can add something to this "needle-in-sea" task. Is there something in Spanish, Italian, or German sources? □

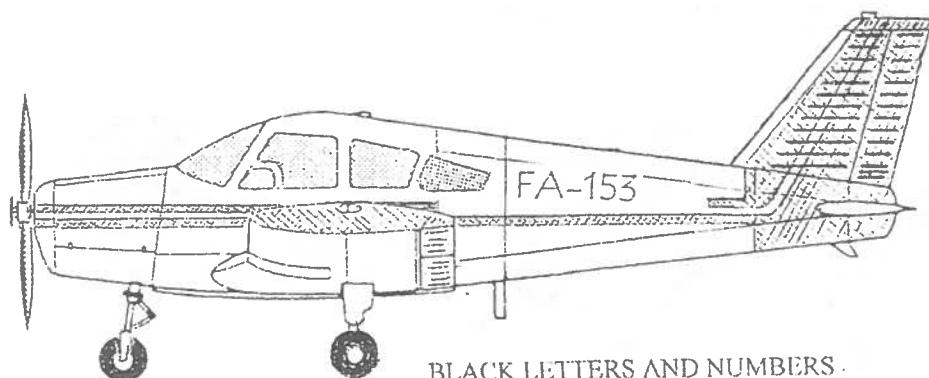
Igor Gordelianow (SAFCH #1066), ul. Strijskaja 181 kw.18, Lvovskaja obl. G. Drogobych 82100, Ukraine. E;mail: [gordelianow@yahoo.com](mailto:gordelianow@yahoo.com)

NO.	REAL NAME	OTHER NAME	NICKNAME
1.	Agal'tsov Filipp Aleksandrowich		Commissar Martin
2.	Agafonov Pavel Yeliseyewich	Akhmed Amba	
3.	Andreyev Aleksandr Petrowich		Andrey
4.	Arzhenukhin Fyodor Konstantinowich		Fedorio
5.	Artem'yev Nikolay Sergeyewich		Artemio
6.	Bergol'ts A.I.		Rinaldo
7.	Berzin Jan		El Viejo
8.	Bibikov Vasilii Nikolayewich		Gaek
9.	Bocharov Vladimir Mikhaylowich	Jose Galarsa	
10.	Denisov Sergey Prokof'yewich		Ramon
11.	Devotchenko Ivan Aleksandrowich		Pedro
12.	Fyodorov Ivan Yevgrafowich		Juan
13.	Fedoseyev Mikhail Andreyewich		Resistente
14.	Gritsevets Sergey Ivanowich		Sergio

15.	Gal'tsev I.S.		Aguaviva
16.	Gusev Aleksandr Ivanowich		Alejandro
17.	Gusev Konstantin M.	Konstantinov	
18.	Khol'zunov Victor Stepanowich		Pablo
19.	Gibelli Primo Angelowich	Cordero	
20.	Kolesnikov Konstantin Il'ich		Kostya
21.	Kopets Ivan Ivanowich	Abush	General Jose
22.	Korobkov Ivan Terent'yewich		Pablo
23.	Kotov Pavel A.	Pablo Boskovich	
24.	Kotrov Vasil'y Petrowich		Nikolas
25.	Kovalevskiy Anton Vikent'yewich	Bengol'd	Casimiro
26.	Khovanskiy (SB pilot)		El Carnicero
27.	Kheveshi Akosh Akoshewich	Pal Niebuhr	
28.	Kovtun Karp Ivanowich	Yan Koval'chuk	
29.	Kuznetsov Victor Vladimirowich		Victorio
30.	Lisov Mitrofan Andreyewich		Miguel
31.	Lopatin V.N.		Montenegro
32.	Malashkewich	Timofey Maslennikov	
33.	Makarov Mikhail	Carlos Alamo	
34.	Matyunin Victor Artem'yewich		Pedro
35.	Nedelin Peter Ivanowich		Pedro
36.	Nesmeyanov Pavel Alekseyewich	Steyanov (?)	Pablo
37.	Ostryakov N.		"Oryol" (Eagle)
38.	Osadchiy Aleksandr Petrowich	Boris Kazakov	
39.	Plygunov Sergey Grigor'yewich		Antonio
40.	Petrov Mikhail Sidorowich	Got Dutch passport in Spain	
41.	Proskurov Ivan Posinowich		Sadlachek
42.	Prokof'yev Gavriil Mikhaylowich		Camarada Felix
43.	Ptukhin Eugene Savvich		General Jose
44.	Pumpur Peter Ivanowich		Colonel Julio
45.	Rodimtsev Aleksandr		Pavlitto
46.	Rybkin Leonid Grigor'yewich		Blanco
47.	Rychagov Pavel Vasil'yewich	Pablo Palancar	
48.	Shakht Erst Genrikhowich	Ernesto Beiger	
49.	Stefanovskiy Peter		Camarada Pedro
50.	Serov Anatoliy Konstantinowich	Rodrigo Mateo	
51.	Sharapov Andrey Rodionowich		Colonel Lopez
52.	Sklyarov Victor Dmitriyewich		Victorio
53.	Smirnov Boris Aleksandrowich	Manuel Lopez Gorey	
54.	Smolyakov Platon Yefimowich		Juanito
55.	Smushkewich Yakov Vladimirowich		General Douglas
56.	Sobolevskiy Oleg V.		Kuturhe
57.	Sorokin Leontiy Ivanowich		Leon
58.	Stepanov Eugene Nikolayewich		Eugene Slepnyov
59.	Shtern Manfred	Emil Kleber	
60.	Strelkov Aleksandr Vasil'yewich		Alejandro
61.	Tarkhov Sergey Fyodorowich		Captain Antonio
62.	Tupikov Georgiy Nikolayewich	Pedro Sedlacek	Camarada Jacobo
63.	Turzhanskiy Boris Aleksandrowich	Boris Maranshov	
64.	Yeryomenko Ivan Trofimowich	Antonio Aragon	Ramon
65.	Yevsev'yev Ivan Ivanowich		Ivanio
66.	Yakushin Mikhail Nesterowich	Carlos Castejon	
67.	Yanson Kirill (OGPU AF)	Orsini	
68.	Zakhariyev Zakhari Simeonowich	Goranov Volkan Semyonowich	
69.	Zakharov Georgiy Nefyodowich	Kromberg	
70.	Zlatotsvetov Arkadiy E.		Gold
71.	Zotsenko Vasil'y Mikhaylowich		Zorki

# FUERZA AEREA DEL EJERCITO DE NICARAGUA

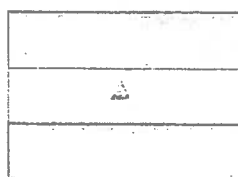
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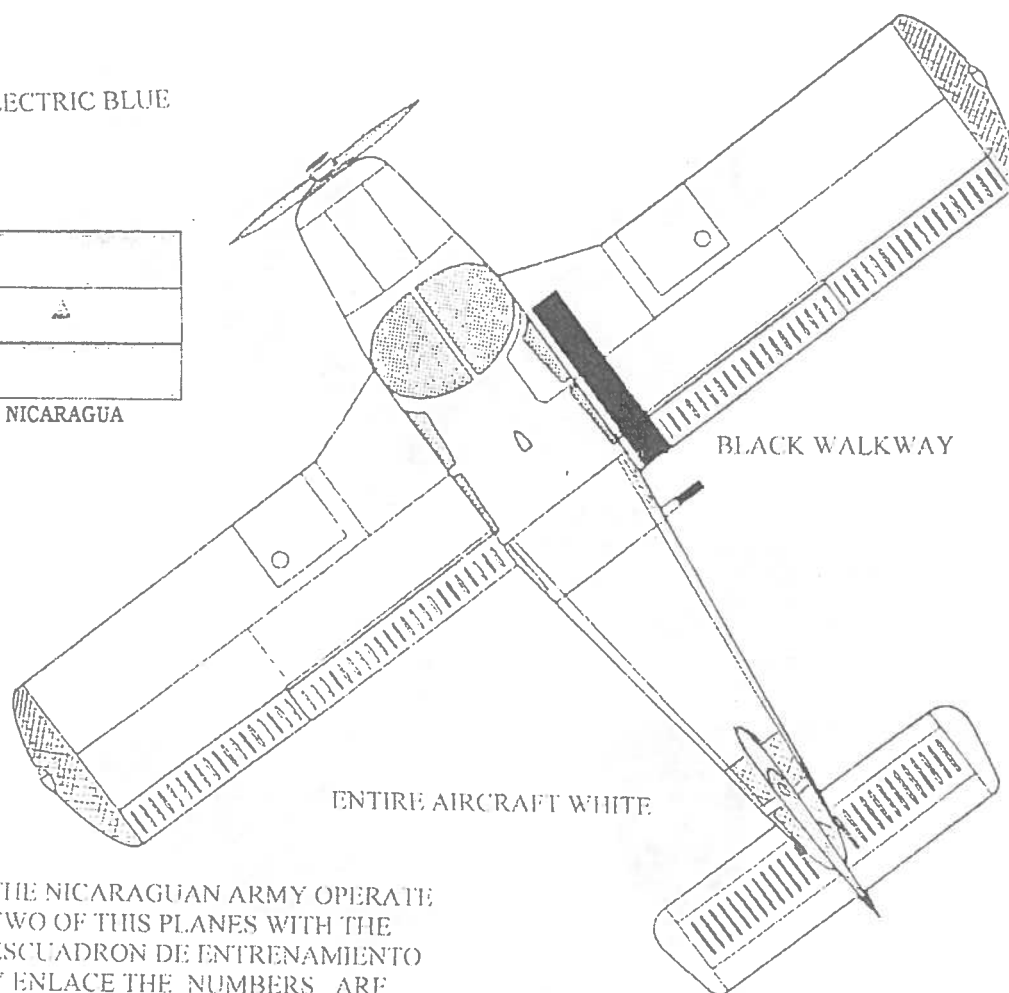
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ELECTRIC BLUE



NICARAGUA



BLACK WALKWAY

ENTIRE AIRCRAFT WHITE

THE NICARAGUAN ARMY OPERATE  
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ESCUADRON DE ENTRENAMIENTO  
Y ENLACE THE NUMBERS ARE

FA-153

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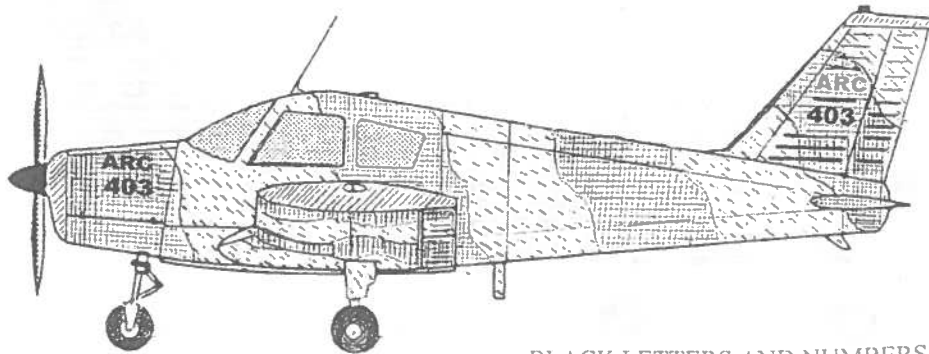
CAP JORGE DELGADO P.  
(SAFCH # 862)



# ARC

ARMADA DE LA REPUBLICA DE COLOMBIA

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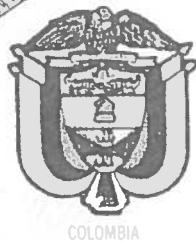
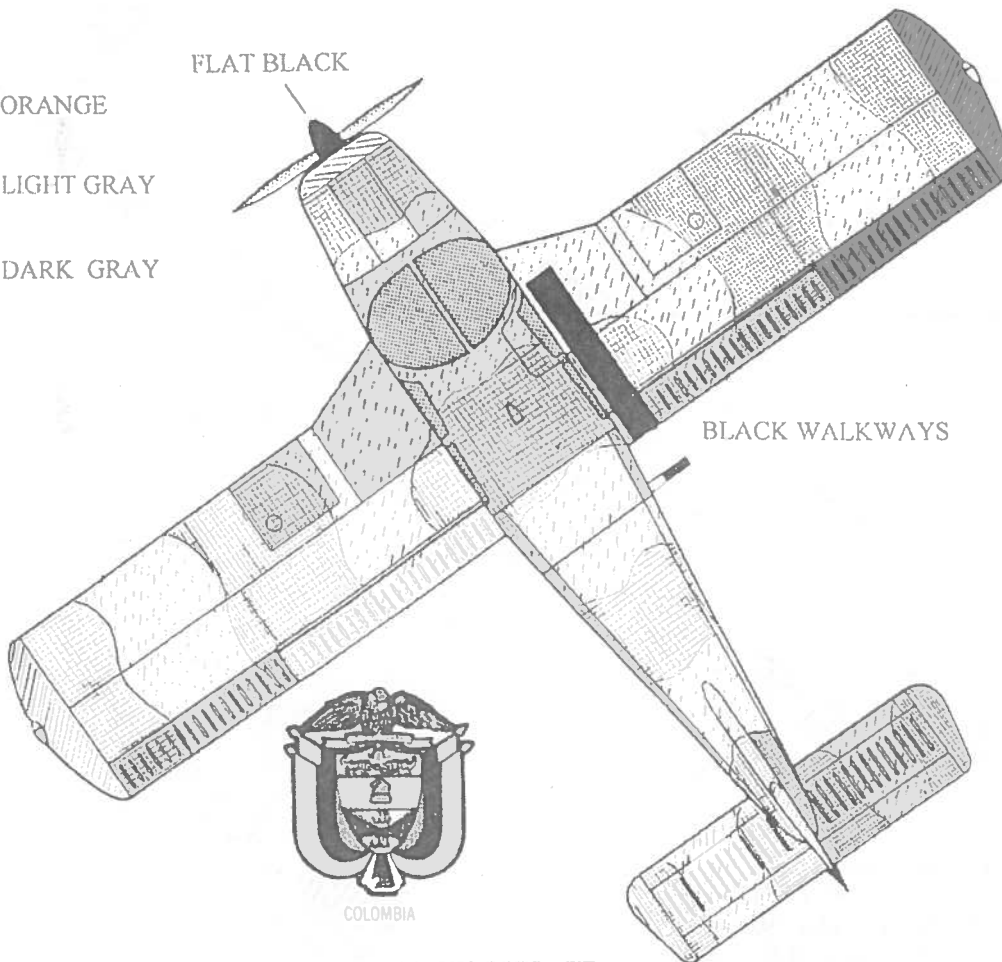


BLACK LETTERS AND NUMBERS

WRAP AROUND CAMUFLAGE



FLAT BLACK



THE COLOMBIAN NAVY OPERATE  
TWO OF THIS PLANES WITH THE  
NUMBERS ARC 401 ARC 403  
BASED AT CARTAGENA AIRPORT

CAP JORGE DELGADO P.  
(SAFCH # 862)

# Paraguayan Air Force New Neiva T-25 "Universal"

Antonio Luis Sapienza Fracchia

Between 1983 and 1991, the FAP had five Neiva T-25 in service. They were donated by the Chilean Air Force (FACH) in 1983. For more details, please see SAFO vol.24, N°2 (94) July 2000.

In 2004, the Brazilian President Ignácio Lula Da Silva offered six training airplanes to Paraguay and the same number of aircraft to Bolivia. Both countries accepted the donation and soon the Brazilian Ministry of Foreign Affairs announced that the aircraft would be Neiva T-25A "Universal". The entire donated fleet would be overhauled and painted with both air forces colors to be delivered.

Meanwhile, Paraguayan and Bolivian military pilots were sent to Brazil to get training in the T-25s. It's important to state that the T-25 is still the most used primary trainer in the FAB. It took more than a year to finish the process and with the Brazilian Parliament approval, the T-25s were ready to be flown to Paraguay and Bolivia in the last months of 2005.

The six Paraguayan Air Force new Neiva T-25As were painted as follows: The fuselage is in white, with the Paraguayan flag colors (red-white-blue) on the rudder. The traditional yellow star in the white stripe was not painted. The upper part of the engine cowling is in black. The wings and horizontal stabilizers are painted orange, as well as the propeller spinner. The serials were only painted on the rear part of the fuselage in black square letters and numbers, but later they were also painted on the upper right wing and under the left wing. The Paraguayan roundels were painted in the opposite positions on the wings only. The last two numbers of the serials were also painted in the front fuselage and in the front wheel cover. The propeller is painted in black with yellow tips.

Their serials and construction numbers are as follows:

FAP serial	Mc/n	FAB serial
FAP 0130	018	1848
FAP 0131	098	1928
FAP 0132	120	1950
FAP 0133	004	1834
FAP 0134	088	1918
FAP 0135	102	1932

As you can see, the aircraft followed the first five FAP T-25s serial sequence (0125 to 0129).

The six "new" Neivas arrived at Asunción International Airport on Sunday December 4<sup>th</sup>, 2005. They were crewed by a FAB pilot and a FAP copilot and were escorted by a FAB Bandeirante from the Santa Maria AFB in Brazil to Asunción.

The official delivery of the T-25 fleet took place two days later during a ceremony at Silvio Pettirossi AFB at Asunción International Airport. The President of Paraguay, Mr. Nicanor Duarte Frutos was there to receive the aircraft from the FAB Commander-in-Chief, Lt. Brig. Luis Carlos Da Silva Bueno and the FAP Commander Gen. Roberto Vera.

All T-25s belong to the Grupo Aéreo de Instrucción (GAI), the FAP Training Air Group and they are deployed at the Concepción AFB in the northern region near the city with the same name. It is believed that a Second Training Squadron will be formed since they will complement the Enaer T-35 fleet of the First Training Squadron.

Very soon, and for the first time in the history of Paraguayan Military Aviation, the GAI will have the first female cadets in 2007, who will receive flight training in the T-25 and later in the Pillán.

Acknowledgements: The author would like to thank the Paraguayan Air Force Commander Brig. Gen. Humberto Gregor Pacher for the permission to take pictures.

Captions for photos on pages 108 (All photos taken by the author at Silvio Pettirossi AFB, Asunción International Airport, December 4<sup>th</sup>, 2005.)

1. T-25A Universal, serial FAP0130.
2. T-25A Universal, serial FAP0131.
3. T-25A Universal, serial FAP0132.
4. T-25A Universal, serial FAP0133.

Antonio Luis Sapienza Fracchia (SAFCH# 1160), PO Box 2721, Asuncion, Paraguay. E-mail: <aspaienza@ccpa.edu.py>.

## Rogozarski SIM XII-H

[Editor's note: This article first appeared in YASIG-Yugoslav Special Interest Group Bulletin 2003 and is reproduced here with the kind permission of the editor, Nenad Miklusev, Novosadskog Sajma 16/301, 21000 Novi Sad, Serbia & Montenegro. E-mail: yasig@eunet.yu. Website: aeropoxy.freervers.com.]

The good flying characteristics and service record of the Rogozarski SIM X resulted in order in 1937 from the Royal Yugoslav Aviation for a float version. The SIM XII-H was more than a simple navalized SIM X. The Rogozarski factory with Mr. Milutinovic as principal constructor completely redesigned the SIM X. A more powerful 190 hp engine – a Walter Major 6, was installed, the fuselage was lengthened by 1 m, the wing area enlarged by 2 m<sup>2</sup>, and EDO floats were installed. A small series of five SIM XII-H (prototype plus four series planes) was produced in 1938. Serialized 31 (prototype) and 32-36, the SIM XII-H were delivered in 1939. Another mini series of four additional SIM XII-H

were produced and delivered in 1941, but EDO floats for these planes were held in the USA because of the invasion of Yugoslavia in April 1941. The Italian forces captured some SIM XII-H. but they never used them.

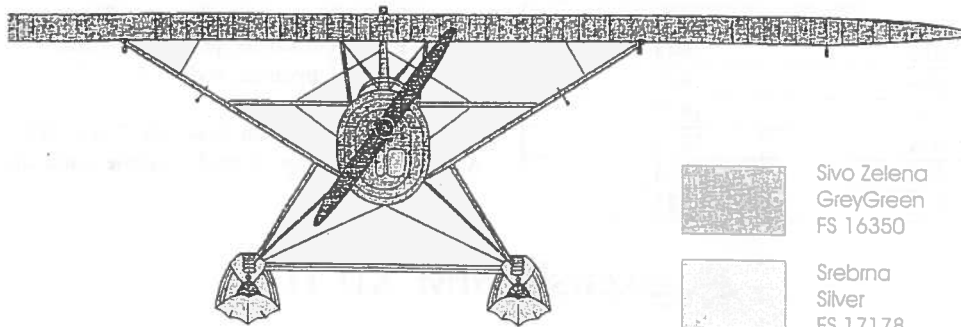
Technical data: Wingspan 11.0 m; length 7.50 m; height 2.90 m; wing area 10.5 m<sup>2</sup>; empty weight 653 kg; normal weight 920 kg; maximum weight 1000 kg; maximum speed 211 km/h; ceiling 5000 m; range 480 km. Wooden construction with fabric covered wings and tailplane with metal EDO floats.

Drawing by Igor Milankovic. Rogozarski SIM XII-H No.33: Training Floatplane Squadron, Naval Pilot School, Divulje Naval Base (near Split, Croatia), late 1939. Overall Rogozarski Grey Green finish FS16350 with silver (aluminum) painted floats FS17178.

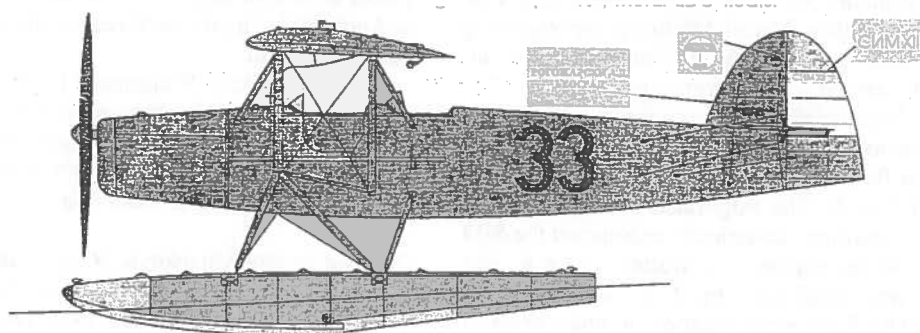
# Rogožarski SIM XII H

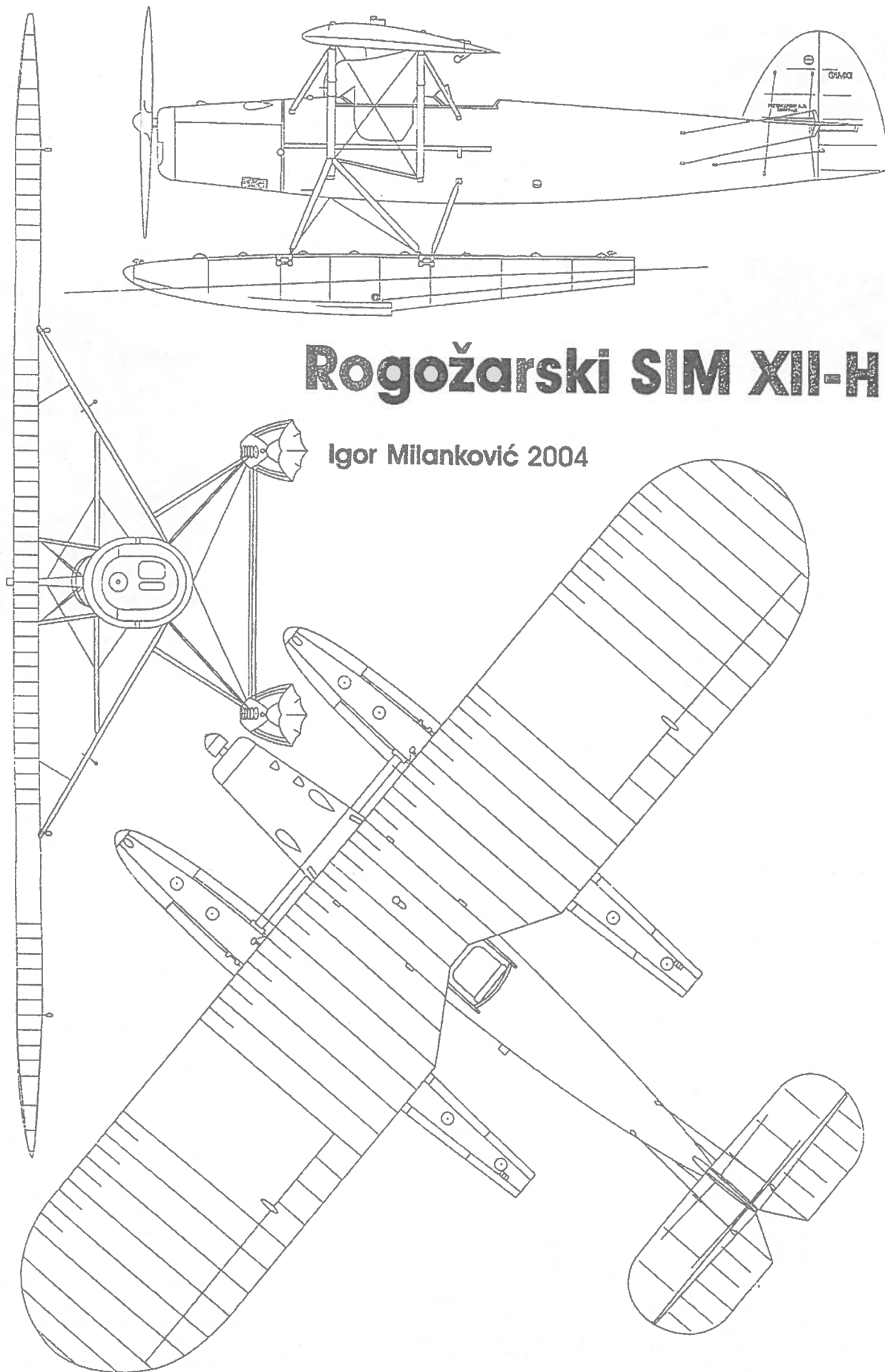


Igor Milanković 2004



- |  |                                      |
|--|--------------------------------------|
|  | Sivo Zelena<br>GreyGreen<br>FS 16350 |
|  | Srebrna<br>Silver<br>FS 17178        |





# Rogožarski SIM XII-H

Igor Milanković 2004



**Avia B-34, B-534 a Bk-534: Slovenských Pilotov 1919-1944**, by Peter Šumichrast and Jozef And'ál. HT Model Special #905. HT Model, Na Letesko 49, 058 01 Poprad, Slovakia. E-mail: htmodel@nextra.sk. Website: www.htmodel.sk.

Having collected information on the Slovak Air Force for many years, I thought I had a good grasp of the history and markings of the Avia B-534 in Slovak service. Was I wrong! This book corrected many misconceptions I had about the number and types of B-534 used during WWII and especially about the markings they carried.

The book consists of 52 A-4 size pages on high-quality glossy paper. The text, entirely in Czech (maybe Slovak - I'm not conversant enough with these similar languages to tell the difference), occupies only the first eight pages including two pages that list the history of each individual B-34/B-534 in the Slovak AF.

The bulk of the book consists of well-reproduced photos, excellent color side-view drawings (with top and bottom views where appropriate), and scale multi-view drawings. There are 27 pages of photos of three types: (1) Six pages contain 64 color photos of exterior and interior details of the B-534 reproduction in the Prague-Kbely Air Museum. (2) There are 3 pages of black & white photos (a total of 35 photos) of construction details of the B-534. (3) The remaining 18 pages are black & white photos of B-34, B-534, Bn-534, and Bk-534 in Slovak Air Force service. I made no attempt to count these photos but there is an average of 10 to 11 photos per page. (One nice feature I've not seen elsewhere is the use of an enlarged section of a photo alongside the full photo to illustrate details not readily apparent in the full photo.) These photos cover all aspects of the Slovak use of the B-534 series including the B-34, the various series of B-534 in training units, during the Polish Campaign, on the Eastern Front, and during the Slovak National Uprising. Multiple views of the same a/c (usually a crashed a/c) clear up any ambiguity about the relations between fuselage markings and the markings carried on the top and bottom surfaces of the wings.

The crown jewel of the book is the exquisite color drawings. The ten pages of color drawings average six side-view drawings per pages with many top and side-views. All B-534 types used by the Slovak AF are illustrated in all their marking variations. These marking variations include the early Slovak "double" cross national insignia

consisting of a red cross with two horizontal bars on a blue disc, the same insignia accompanied by German Balkan black crosses used during the Polish Campaign, the familiar blue Balkan cross with a red disc at the center, and the Czechoslovakia insignia as modified during the Slovak National Uprising. The side-view drawings are accompanied by top and bottom views to illustrate the complete marking scheme. There are four pages of multi-view scale drawings: B-34, B-534 of the all four series, and the Bk-534.

A careful study of the photos and drawings provide quite a few surprises. For example, the not so subtle differences between the cannon-armed Bk-534 and the 4<sup>th</sup> series B-534. The only difference between the Bn-534 and 4<sup>th</sup> series B-534 is the installation of wing-tip and rudder navigation lights. Some B534 of the 4<sup>th</sup> series had the open cockpit generally associated with the earlier series,

Notes for the modeler: If you are have several KP 1/72-scale kits of the 4<sup>th</sup> series Avia B-534 squirreled away in the attic (or the loft if you're British), this book offers several interesting variations of the B-534 you can make in Slovak markings. (1) The kit decals are for 'S-12', an a/c from the Slovak National Uprising with the rebel insignia in six positions. However, the book illustrates 'S-13' with the rebel insignia on the rudder and top surface of the wing, but with the standard Czech insignia on the lower surface of the wing. If 'S-12' was the same as 'S-13', you are in luck since the kit provides insignia of both types. (2) If you have the Blue Rider decals for the Slovak national insignia (blue Balkan cross with centered red disc), there are a multitude of schemes that require nothing more than discarding the kit decals. (3) Another simple decal change would be the kit with the earliest Slovak insignia consisting of the "double" cross (but remember the Blue Rider "double" cross insignia are the incorrect colors). (4) An even more exotic scheme would be the "Polish Campaign" scheme with the "double" cross accompanied by black Balkan crosses on the side-of the fuselage and on the upper and lower surfaces of the wings.

For modelers with an inclination to do a little modification, there's an open cockpit version for the 4<sup>th</sup> series B-534 that does not require any modification to the nose of the kit. Also not requiring a "nose job" is a 4<sup>th</sup> series B-534 with the open cockpit covered with an "all-around vision" canopy. Modification of the KP kit to an early-series open-cockpit version requires changing the nose air intakes and reduction of the fuselage gun blister to represent a single machine gun on each side of the fuselage. Conversion to the cannon armed Bk-534 needs the gun blister reduced and the nose reshaped to eliminate all air intakes. A Slovak B-34 is the hardest conversion since beside the open cockpit and reduces gun blisters, a whole new nose is needed for the Hispano-Suiza 12-cylinder "V" engine with the two banks of cylinders separated by a distinct depression. This would be a difficult scratch-building project, so does anyone known of a suitable nose that can be appropriated from another kit?

References: *Avia B-534*, AeroArchiv. *Avia B-534*, MBI. Both these books cover the history of the B-534 in Czechoslovak, Slovak, and foreign service. Both have minimal coverage of Slovak service. The MBI is the better of the two since its on a high-quality paper and has a complete English translation. Neither book comes close to matching

the HT Model Special in the amount and quality of the photos and color drawings.

HT Model Special on the Avia B-534 in Slovak series is an outstanding book that is must for the library of all historians, enthusiasts, and modelers interested in aircraft from any period of history and any geographical location. It's a gem that will give hour of reading and modeling pleasure. Write to publish for ordering information.

Review copy provided by Marcel Kares of the Czech Republic.



**Polikarpov I-15: La Guerrier au nez camus**, by José Frenandez, Patrick Laureau, Juan Arravz Cerda, and José Falco. Airprofills N° 2. (2006) Editions TMA, 75 rue Claude Decaen, 7512 Paris, France.

This 80-page A-4 size softbound book covers the Polikarpov I-15 in Spanish Republican and Nationalist service. The 60 pages of text is entirely in French, and copiously illustrated with well-reproduced photos.

The text is divided into two major sections covering Republican and Nationalist service along with short sections on background and technical details: "L'industrie aéronautique en URSS 1928-1932" (12 pages including 14 photos and 2 color drawings) covers the development of the I-15. "Les Chatos en Espagne" (21 pages including 42 photos) covers service with the Republicans. "Les Curtiss à la Croix de St André" (21 pages including 43 photos) covers service with the Nationalist during and after the Spanish Civil War. "Description Technique" (4 pages including 3 pages of multi-view scale drawings) "Dernières victoires" (5 pages including 6 photos) covers the combat experiences of Republican pilot José Falco.

The 17 pages of color drawings present 27 side-view drawings and two 3-view color drawings of Republican I-15, seven color side-view drawings and three 3-view color drawings of Nationalist I-15, and four color side-view drawings and one 3-view drawing of Russian I-15. The 3-view color drawings are well chosen for the interesting color schemes carried by the aircraft.

(1) Republican I-15 with red wing tips, white outlined red fuselage band, red/yellow/purple rudder stripes.. The bottom surfaces are blue and the rest of the a/c is green except for the top surface of the upper wing that is brown with green splotches.

(2) Republican 'CA-087' green upper surfaces and blue lower surfaces with red wing tips and



red/yellow/purple rudder stripes, an un-outlined red fuselage band, and a "penguin" unit badge.

(3) Nationalist '8-2' green upper and blue lower surfaces, white wingtips, white rudder with black cross, black disc between code numbers, and black discs with white crosses in four wing positions.

(4) Nationalist '8-12' with sand and spinach upper surfaces and blue lower surfaces, white rudder with cross. Between the black code numbers is a black disc with red "arrows" and the red/yellow/red roundels are in 4 wing positions.

(5) Nationalist '32-3' is green over blue, white rudder with black cross, and red/yellow/red roundels in six positions. The code numbers are black with white outline.

Editions TMA book on the Polikarpov I-15 is a must for all students of aviation in the Spanish Civil War. It should also appeal to the lover of colorful biplanes and to modelers of all ages.

Review copy provided by José Fernandez of Editions TMA.

[Ed: Available from SAFCH Sales Service for \$17.00.]

**Volare a Faenza**, by Angelo Emiliani. Published by Bacchilega Editore Via Zappi 58, 40026 Imola Italy.

The first section, some 98 pages of this book, covers the history of flight both civil and military at Faenza Airfield at Ravenna. From hot air balloons and dirigibles in the 1800s to the first "flying machines" in 1910 and the personalities who developed flying in Italy. In the 1917, Faenza was converted to a military airfield and training facility, and this history is detailed until the end of the Second World War.

The second section contains the biographies of 40 military personnel who began their flying careers at Faenza. Included are such famous men as:

Ruggero Bonomi, who in 1936 was the first commander of the "Aviacion del Tercio", Italy's first aid to General Franco during the Spanish Civil War. He was commander there from July 1936 until March 1937. He served during WW 2, and when Italy surrendered in Sept. 1943, he joined the Pro Fascist R.S.I. and continued to fight along side the Germans until the end of the war.

Livio Zannoni, the first Faenza pilot to die during the Italo-Ethiopian war.

Giorgio Zoli, a pilot during WW 1.

Luigi Ricci, Fighter pilot who died in Spain in 1938 while flying with the 32<sup>d</sup> Sq. of the "Gamba de Ferro".

A short third section covers the Specialist: Radiomen, Mechanics & Armors who had been stationed or trained at Faenza.

This large 8½ by 12 inch hardbound volume is 208 pages and illustrated with over 200 photos and drawings. It is an excellent history of Italian aviation and some of the people who made it possible. Also at a price of 15 Euros (18 US) plus postage, it is an exceptional buy for those interested in the history of Italian Aviation.

Paul Whelan (SAFCH #553), 97 James St., Bloomfield, NJ 07003, USA.

**Les Ailes Françaises: 1939-1945 #3: La Campagne de France (1<sup>re</sup> partie) De la Meuse à la Somme (10 mai - 3 juin 1940).** 95 A-4 size pages. TMA SARL, 75 rue Claude Decaen, 75012 Paris, France. Email:airmagazine@wanadoo.fr. One year (4 issues) 55€ France; 70€ Europe; 90€ Rest of World.

While the Armée de l'Air in 1939/40 was definitely not a small air force, it has always captivated me: (1) It used a number of aircraft types

that were decidedly weird. (2) Thanks first to Heller and now Azur, a number of these types are available as kits in 1/72-scale. And, (3) it has received little attention (relative to the Luftwaffe, RAF, & USAAF) in non-French circles. (When was the last time you saw a French aircraft at a model show?) Therefore, it is with a clear conscience that I review this third in TMA's series *Ailes Françaises 1939-1945*.

This volume opens with the French air order of battle (AOB) for the Armée de l'Air and the Aéronautique Navale in Metropolitan France on 9 May 1940. The following chapters are: La Luftwaffe bombarde les terrains d'aviation (10 mai 1940); Les premiers engagements de l'aviation d'assaut; La chasse perd la maîtrise du ciel; Les bombardardiers en action; L'Aéronautique navale sacrifiée dans la bataille aéroterrestre; L'aviation de renseignement paye le prix fort; Balles de jour pour l'ennemi de nuit; la ronde infernale des ECN; L'inévitable retrait de la RAF; Opération Paula: dernière répétition avant le lever de rideau.

There are 132 well-reproduced photos, mostly of French aircraft but with a large number of damaged/destroyed French and German aircraft. Besides the AOBs, there are no tables and no maps. The latter are greatly missed by this reviewer whose knowledge of French geography is sadly lacking in details. (I know they are rivers, but where exactly are the Meuse and the Somme?)

The crown jewels of this volume are the 61 color side-view drawings: French: Amiot 143 & 354 (3); Bloch 151, 152 (7); & 210 (2); Breguet 693; Chance-Vought 156; Curtiss H-75 (4); Dewoitine D.520 (3); Douglas DB-7 (4); Farman 222; Glenn Martin 167 (3); Loire et Oliver LeO 451 (5); Loire-Nieuport 401 (2) & 411 (2); Morane-Saulnier MS-406 (9 including one Polish); Messerschmitt Bf 109E; Mureaux 115 & 117 (2); Potez 631, 633 (2), & 63-11 (2). Germany: He 111P, Bf 109E, & Bf 110C.

There is a beautiful 4-view color drawing of the MS.406 n°1031 'L621' flown by the Polish pilot Kazimierz Bursztyn.

The Fiches monographiques (4 view drawings) are: NAA-57 (1/72); Potez 39 (1/144); Potez 631 (1/144); MS-406/410 (1/72). One wonders why the Potez 631 and MS 406 were chosen when scale drawings of more obscure aircraft would have been more welcome.

Volume 3 of *Ailes Françaises 1939-1945* is an excellent publication especially useful for the large number of excellent color side-view drawings. It will make an important addition to the library of anyone interested in the early part of WW2.

Review copy provided by Jose Fernandez of TMA.

**L'aviation italienne sur le front de l'Est.** AirMag Hors Serie #5. 82 A-4 pages. TMA, 75 Rue Claude Decaen, Paris 75012, France. E-Mail:airmagazine@wanadoo.fr. 14€ plus postage (France 3€, Europe 5€. Rest of World: 8€.

The activities of the Regia Aeronautica in Russia are not entirely unreported in the English-language literature but, as far as I know, there are none that provide the detailed coverage that appears in this issue of *AirMag Hors Serie*. A look at the chapter headings should indicate the depth of coverage:

La 'Croisade anti-Bolchévique'; Premiers Affortements; Les Combats pour le Donbass; Les Combats pour Rostov, Les Combats de Noël, Le Saillant de Barvenkovo, Printemps 42; Le Début du Retour; L'Offensive de l'Été 1942; Opération

Saturne, Le Début de la Fin; L'Aviation Italienne Vue par l'Ennemi.

For the enthusiast with little or no knowledge of the French language, the attraction of this issue will be the many rare photos and the beautiful color 3-view and side-view drawings. There are 135 photos (including 13 in color). These are almost entirely of Italian aircraft and personnel, with a few photos of destroyed Soviet aircraft thrown in. There are two maps; one showing the route taken by the Italian aviators from Italy to their base in Russia, and the other showing the position of the front during the encirclement of Kharkov. There are 2 beautiful color 3-view drawings (C.200), and 20 equally well-done color side-view drawings [C.200 (9), BR.20M (2), SM.81, Ca.133, Ca.312, Ca.311 (4), & C.202 (2)].

(The Caproni Ca.311 was one of the most aesthetically pleasing Italian bombers of WW2. It's a pity that no company has ventured to release a kit of this aircraft. It seems that it would be a natural for one of the Italian firms. How about it, Italeri?) [Ed: And, it also was used by the Hungarian Air Force.]

The "Maquette" section on the 1/72-scale kit from Flying Machines, the Aeromacchi C200 VII Serie "Saetta": 2 pages including 5 color photos of the model.

*L'aviation italienne sur le front de l'Est* is highly recommended to anyone interested in the air war on the Eastern Front or in the Regia Aeronautica.

Review copy provided by José Fernandez of AirMag.

**La Bataille D'Angleterre: Du 22 juin au 22 juillet 1940.** Batailles Aeriennes #37. 80 A-4 pages. Lela Presse, 29 Rue Paul Bert, 62 230 Outreau, France. 4 issues per year. Europe 45€. Rest of World 50€.

In my review of *Ciel de Guerre Dossiers #1, La Bataille d'Angleterre Phase I*, I asked whether there was a need for another book on the Battle of Britain (especially one in French). The answer was a qualified "yes" provided there was an emphasis on otherwise neglected aspects of the Battle. This latest book in Lela Presse's *Batailles Aeriennes* series barely makes the grade.

While most of the book is a pretty straightforward day-by-day account of the actions between 1 July and 22 July, the section that set this book apart from the others of its kind is the first 23 pages devoted to the establishment of the Luftwaffe on the coast of the English Channel. The photos in this section effectively evoke the tenor of the times.

The selection and reproduction of the photos are up to the usual *Batailles Aeriennes* excellent quality. The same can be said for the color illustrations. There are 132 photos, one color 3-view drawing (Do 17Z), and 21 color side-view drawings [Hurricane I (3), Spitfire I (4), Bf 109 (4), Bf 110C (4); He 111H (1); Ju 87B (3), & Ju 88A (2)].

The 2-page "Uniformes et Tenues de Vol" section consists of 10 color drawings of Luftwaffe personnel in uniforms. The 3-page "Maquette" section features Classic Airframes 1/48-scale Boulton Paul Defiant Mk I/II including 10 photos of the model both under construction and complete.

Despite the high quality of the presentation, *Batailles Aeriennes's La Bataille D'Angleterre: Du 22 juin au 22 juillet 1940* cannot be recommended except for enthusiasts of the Battle of Britain who read the French language.

Review copy provided by Michel Ledet of Lela Presse.



**F-14A Tomcat, 1/48-scale decals.** Hi-Decal Line HDL #48-021. Hi-Decal, Kilinskiego 22, 40-062 Katowice, Poland.

After a rather lengthy hiatus, Hi-Decal has resumed their wonderful series of decals featuring aircraft of interest to the modeler of the aircraft of the smaller air forces. The 1/48-scale decal set for the F-14A Tomcat includes markings for six aircraft: one for the Imperial Iranian Air Force (IIAF), three for the Islamic Republic of Air Arm (IRAF), and two for the US Navy's Naval Strike & Air Warfare Center (NSAWC) NAS Fallon. These latter two will not concern us here, but the other four are little gems.

In common with all previous HDL 1/48-scale decals, the 130 mm by 180 mm sheet contains all the national insignia and serial numbers (English and Arabic) to model all six aircraft (i.e., four set of national insignia for the Iranian Tomcats). [Ed: One thing I've not notice previously is the peculiar insignia carried on the lower surface of the wings of the IRIAF aircraft. HDL has certainly done their homework.] The quality of the decals, as expected from HDL, is excellent. The register of the colors is perfect (the red dot in the center of the national insignia is provided separately) and the color are vibrant and dense. All the more impressive since there are many colors besides the green/white/red of the national insignia: the serial numbers are in black, blue, and yellow. The USN Tomcats receive a similarly extensive coverage including many other colors.

The HDL instruction sheets are renowned for their quality and completeness. Included are port, starboard, top and bottom views (including the inside of the vertical fins) of all the aircraft featured

on the decal sheet. The placement of the decals is clearly shown and the colors of the camouflage schemes are identified by the FS equivalents along with their Humbrol and Model Master paint numbers (when an exact match is not available, a formula is given for mixing the exact shade). As a bonus, information is given about the individual aircraft as well as recommended kits and references.

This HDL sheet (and it's 1/72 equivalent) are highly recommended. However, be forewarned, the complicated camouflage schemes of these aircraft will challenge the less-experienced modeler.

Review decals provided by Pawel Rogoz of HDL. This decal set is available from the SAFCH Sales Service for \$8.00 in the USA or \$9.00 the rest of the world, airmail postage included.

**Su-27S/SK/UB Flanker B/C, 1/48-scale decals.** Hi-Decal Line HDL #48-022. Hi-Decal, Kilinskiego 22, 40-062 Katowice, Poland.

This is another feast for the modelers of the aircraft of the smaller air forces. It's even better than the Tomcat set. Included are decals for six small-air-force aircraft: one Ethiopian, two Eritrean, two Angolan, and one Indonesian. All the comments about the quality of the Tomcat decals reviewed above apply equally to this sheet. Once again there are sufficient national insignia to model all six of the aircraft. Deserving special notice are the high quality of the complicated Eritrean national insignia, the inclusion of decals for the false cockpit on the underside of the Eritrean aircraft, and the inclusion of complete stenciling decals.

Once again, this HDL decal set is highly recommended, but unless you are prepared to model all six aircraft you'll have to agonize over the

decision on which aircraft to model. Beware, the camouflage patterns are more complicated than even those for the Iranian Tomcats.

This decal set is available from the SAFCH Sales Service for \$8.00 in the USA or \$9.00 the rest of the world, airmail postage included.

**Su-27S/SK/UB Flanker B/C, 1/72-scale decals.** Hi-Decal Line HDL #72-050. Hi-Decal, Kilinskiego 22, 40-062 Katowice, Poland.

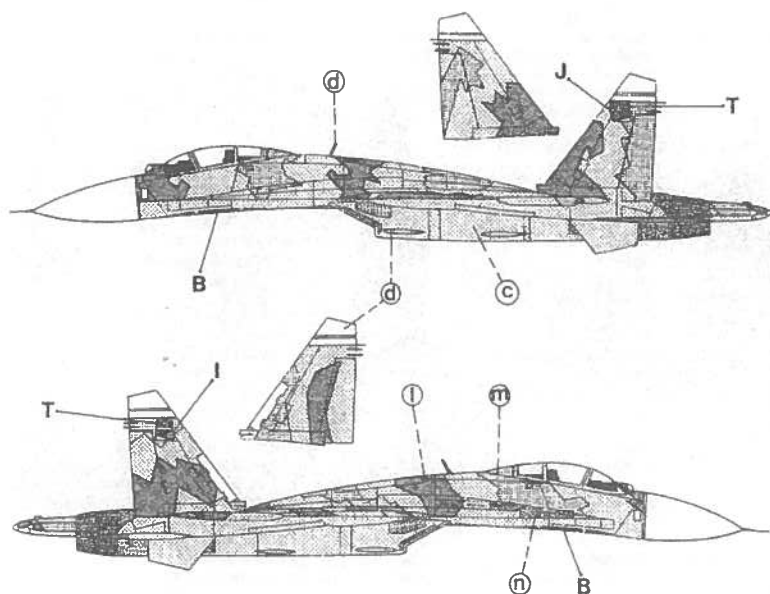
This decal set is exactly the same as the 1/48-scale Su-27 set except for the size. The 90 mm by 130 mm sheet contains all the same markings including the stenciling – only smaller. The same instruction sheet is used for the 1/48- and 1/72-scale sets.

Review decals provided by Pawel Rogoz of HDL. This decal set is available from the SAFCH Sales Service for \$5.00 in the USA or \$6.00 the rest of the world, airmail postage included.

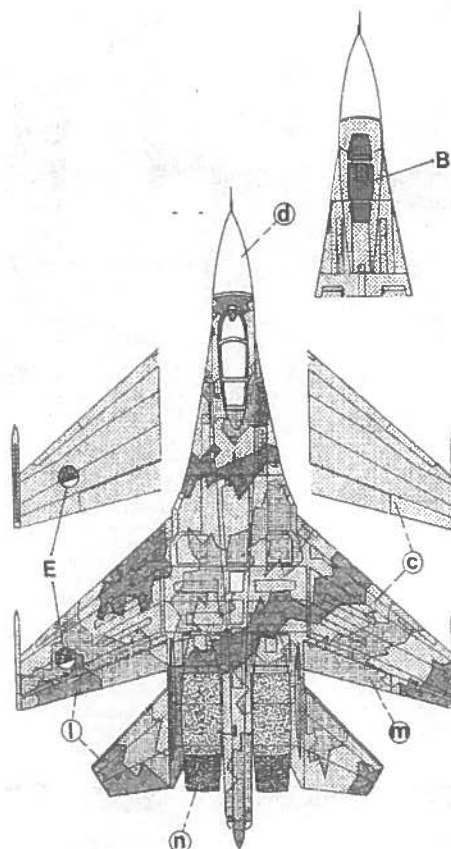
**F-14A Tomcat, 1/72-scale decals.** Hi-Decal Line HDL #72-051. Hi-Decal, Kilinskiego 22, 40-062 Katowice, Poland.

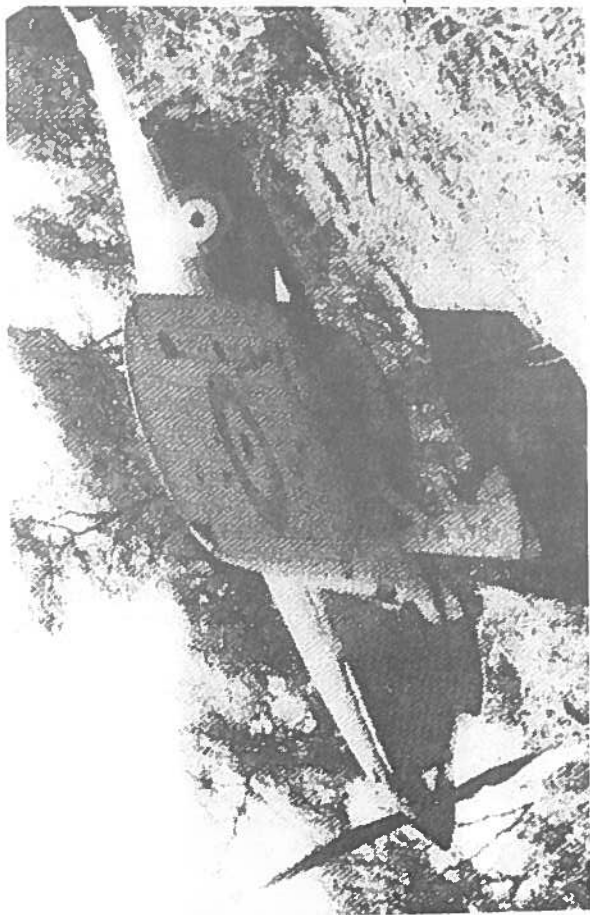
This decal set is exactly the same as the 1/48-scale Tomcat set except for the size. The 90 mm by 130 mm sheet contains all the same markings including the stenciling – only smaller. The same instruction sheet is used for the 1/48- and 1/72-scale sets.

This decal set is available from the SAFCH Sales Service for \$5.00 in the USA or \$6.00 the rest of the world, airmail postage included.



**Su-27S Flanker B, 6<sup>th</sup> Fighter Squadron, Eritrean Air Force. Asmara International Airport, Summer 2003.**  
During 2003, Eritrea acquired several Su-27 to counter the Flankers in service with the Ethiopian Air Force.

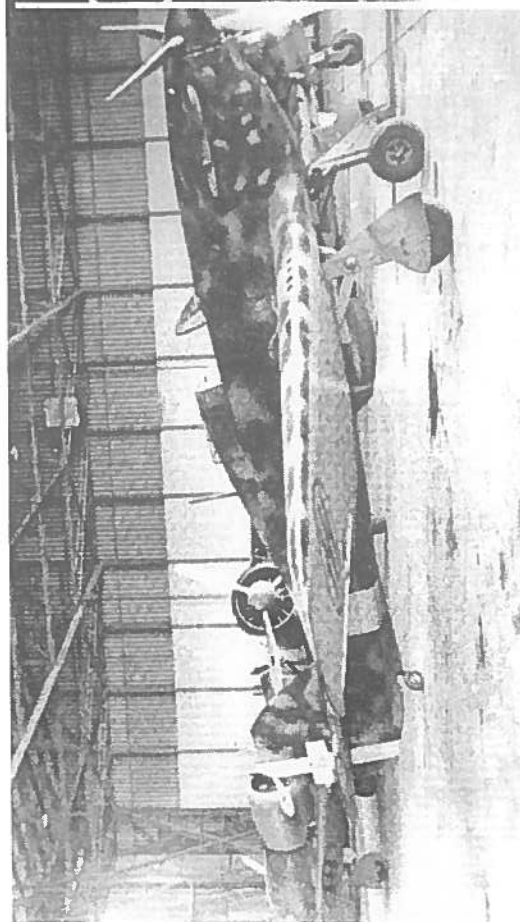




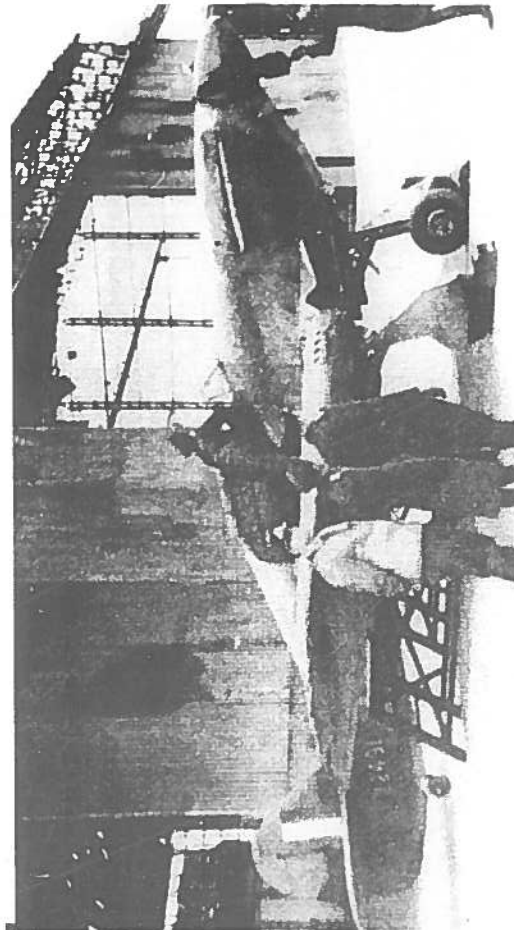
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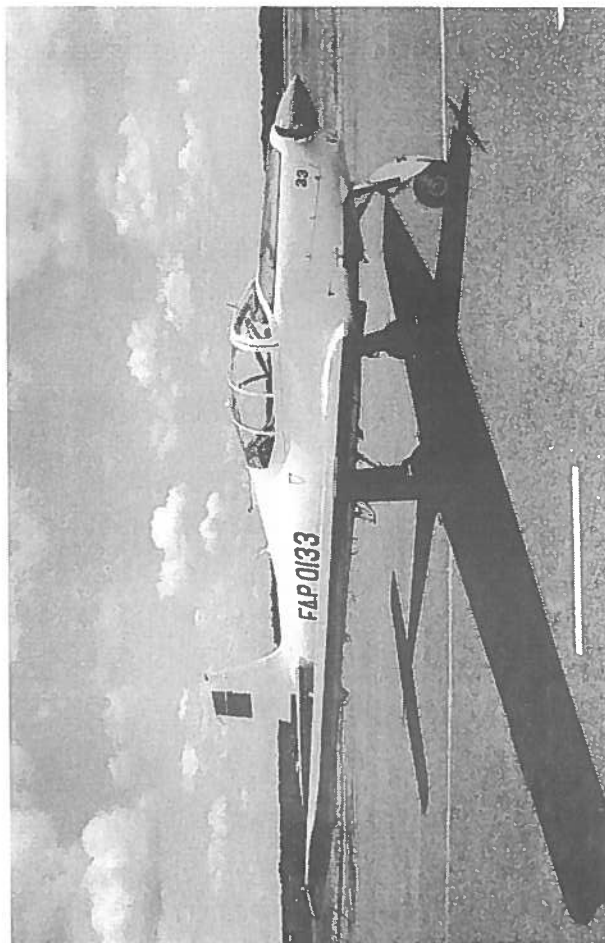


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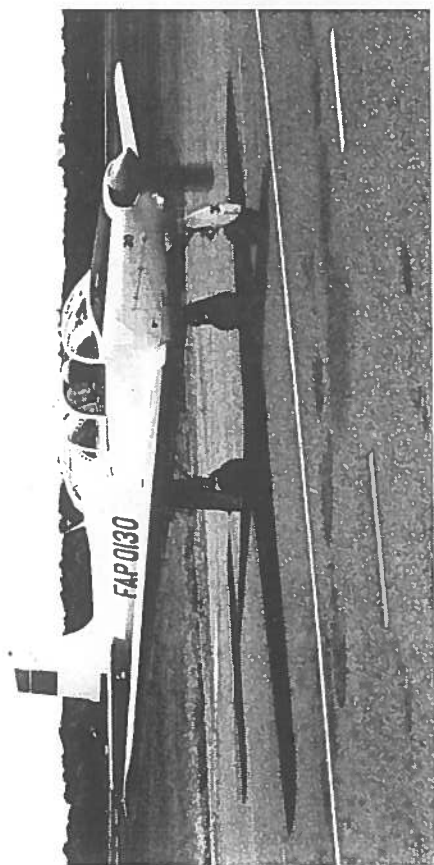




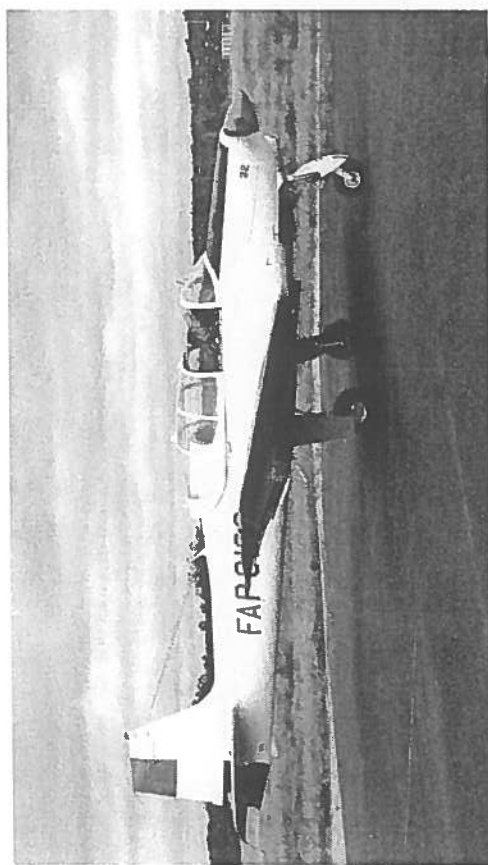
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